CHAPTER 25

LIST OF EFFECTIVE TEMPORARY REVISIONS

FOLLOWING IS A COMPLETE LISTING OF ALL ACTIVE TEMPORARY REVISIONS (TR'S). TR'S NOT LISTED SHOULD BE REMOVED. THE ATA NUMBER, CONFIG CODE AND PAGE NUMBER IDENTIFIES THE PAGE PRECEDING THE TR.

TR NUMBER	ATA NUMBER	CONFIG CODE	PAGE NUMBER	TR DATE

NONE

CHAPTER 25

EQUIPMENT AND FURNISHINGS

LIST OF EFFECTIVE PAGES

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	5	Dec 15/95	
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	8	Dec 15/95	
	9	Dec 15/95	
	10	Dec 15/95	
	11	Dec 15/95	
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	6	Mar 15/91	
	7	May 15/89	
	8	Dec 15/92	
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	10	May 15/89	
	11	May 15/89	
	12	May 15/89	
	13	May 15/89	
	14	May 15/89	
	15	May 15/89	
	16	Jun 15/92	
	17	May 15/89	
	18	May 15/89	
	19	May 15/89	
	20	May 15/89	
	21/22	May 15/89	
25-conts	1	Aug 15/82	
25-conts	2	Dec 15/93	
25-conts	3	Nov 15/84	
25-conts	4	Nov 15/81	
25-conts	5/6	Nov 15/81	
25-DIAGM	1	Feb 15/82	
25-DIAGM	2	Feb 15/82	
25-DIAGM	3	Feb 15/82	
25-DIAGM	4	Aug 15/82	
25-DIAGM	5	May 15/82	
25-DIAGM	6	May 15/82	
25-DIAGM	7	May 15/82	
25-DIAGM	8	May 15/82	
25-INDEX	1	Jun 15/93	
25-INDEX	2	Dec 15/92	
25-INDEX	3	Dec 15/92	
25-INDEX	4	Dec 15/92	
25-INDEX	5	Dec 15/92	
25-INDEX	6	Dec 15/92	
25-INDEX	7	Dec 15/92	
25-INDEX	8	Dec 15/92	
25-INDEX	9/10	Dec 15/92	
25-00-00	1	Nov 15/81	
25-00-00	2	Nov 15/81	
25-00-00	3	Nov 15/81	
25-00-00	4	Nov 15/81	
25-00-00	5	Nov 15/81	
25-00-00	6	Nov 15/81	
25-00-00	201/202	May 15/88	
25-10-00	1	Nov 15/81	
25-10-00	2	Feb 15/74	
25-10-00	3	Feb 15/74	
25-10-00	4	Nov 15/81	
25-11-00	1	Nov 15/81	
25-11-00	2	Dec 1/71	
25-11-00	3	Nov 15/89	
25-11-00	4	Nov 15/81	
25-11-00	5	Nov 15/81	
25-11-00	6	Nov 15/81	
25-11-00	7	Feb 15/75	
25-11-00	8	May 15/77	
25-11-00	9	May 15/86	
25-11-00	10	Mar 15/91	
25-11-00	11	May 15/86	
25-11-00	12	May 15/73	
25-11-00	13	May 15/86	
25-11-00	14	May 15/86	
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CHAPTER/ SECTION	PAGE	DATE	CONFIG CODE
25-11-00	101	Mar 15/81	
25-11-00	102	Mar 15/81	
25-11-00	103	Mar 15/81	
25-11-00	104	Mar 15/81	
25-11-01	201	Dec 15/80	
25-11-01	202	Dec 15/80	
25-11-01	203/204	Nov 15/84	
25-11-01	401	Nov 15/81	
25-11-01	402	Nov 15/81	
25-11-01	403/404	Nov 15/81	
25-11-02	201	Feb 15/82	
25-11-02	202	Feb 15/82	
25-11-02	401	Nov 15/81	
25-11-02	402	Nov 15/81	
25-11-02	403/404	Nov 15/81	
25-11-03	201	Dec 15/80	
25-11-03	202	Dec 15/80	
25-11-03	203/204	Dec 15/80	
25-11-03	401	Feb 15/82	
25-11-03	402	May 15/86	
25-11-03	403	May 15/86	
25-11-03	404	Feb 15/82	
25-11-03	405/406	Feb 15/82	
25-11-04	401	Dec 1/71	
25-11-04	402	Dec 1/71	
25-11-05	401	Dec 1/71	
25-11-05	402	Dec 1/71	
25-11-06	201	Nov 15/81	
25-11-06	202	Nov 15/74	
25-11-06	401	Jul 15/83	
25-11-06	402	Dec 1/71	
25-11-08	201	Nov 15/74	
25-11-08	202	Nov 15/74	
25-11-08	401	Aug 15/81	
25-11-08	402	Jan 15/72	
25-12-00	1	Nov 15/88	
25-12-00	2	Dec 1/71	
25-12-00	3	Dec 1/71	
25-12-00	4	Dec 1/71	
25-12-00	5	Dec 1/71	
25-12-00	6	Dec 1/71	
25-12-00	7	Dec 1/71	
25-12-00	8	Nov 15/88	
25-12-00	9	Nov 15/88	
25-12-00	10	Nov 15/88	
25-12-00	11	May 15/77	
25-12-00	12	May 15/77	
25-12-00	13	May 15/77	
25-12-00	14	Nov 15/88	
25-12-00	15	May 15/77	
25-12-00	16	Nov 15/88	
25-12-00	17	May 15/77	
25-12-00	18	Nov 15/88	
25-12-00	19	Nov 15/88	
25-12-00	20	May 15/77	
25-12-00	101	Mar 15/81	
25-12-00	102	Mar 15/81	
25-12-00	103	Mar 15/81	
25-12-00	104	Mar 15/81	
25-12-01	401	Feb 15/73	
25-12-01	402	Feb 15/73	
25-12-01	403/404	Feb 15/73	
25-12-02	401	Dec 1/71	
25-12-02	402	Jun 15/80	
25-12-03	401	Nov 15/81	1
25-12-03	402	Nov 15/81	1
25-12-03	403/404	May 15/77	1
25-12-03	401	Jul 15/83	2
25-12-03	402	Nov 15/87	2
25-12-03	403/404	Aug 15/77	2
25-12-05	401	Dec 1/71	
25-12-05	402	Dec 1/71	
25-12-07	401	Dec 1/71	
25-12-07	402	Nov 15/74	
25-12-09	401	Dec 1/71	
25-12-09	402	Dec 1/71	
25-12-12	401	Jul 15/73	
25-12-12	402	Dec 1/71	
25-12-13	401	Nov 15/81	
25-12-13	402	Jan 15/72	
25-12-19	401	Dec 1/71	
25-12-19	402	Dec 1/71	
25-12-22	401	Nov 15/81	
25-12-22	402	Mar 15/80	
25-12-28	401	Feb 15/75	
25-12-28	402	Feb 15/75	
25-12-28	403/404	Feb 15/75	
25-13-00	1	May 15/82	
25-13-00	2	Nov 15/81	
25-13-00	3	Dec 1/71	
25-13-00	4	Jun 15/80	
25-13-00	5/6	Jan 15/72	
25-13-00	7/8	Jan 15/72	
25-13-00	9/10	Jan 15/72	
25-13-00	11/12	Mar 15/80	
25-13-00	13/14	Jan 15/72	

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25-13-00	16	Mar 15/80	
25-13-00	17/18	Mar 15/80	
25-13-01	401	Aug 15/81	
25-13-01	402	Aug 15/81	
25-13-05	401	Feb 15/73	
25-13-05	402	Dec 1/71	
25-13-06	401	Nov 15/84	
25-13-06	402	Nov 15/84	
25-13-06	403/404	Nov 15/84	
25-14-00	1	Mar 15/80	
25-14-00	2	May 15/82	
25-20-00	1	Aug 15/82	
25-20-00	2	Mar 15/91	
25-20-00	3	Aug 15/82	
25-20-00	4	Aug 15/82	
25-20-00	5	Nov 15/85	
25-20-00	6	Nov 15/85	
25-20-00	7	Nov 15/85	
25-20-00	8	Mar 15/91	
25-20-00	9/10	Mar 15/91	
25-21-00	1	Aug 15/82	
25-21-00	2	Jul 15/83	
25-21-00	3	Jul 15/83	
25-21-00	4	Jul 15/83	
25-21-00	5	Jul 15/83	
25-21-00	6	Jul 15/83	
25-21-00	7	Jul 15/83	
25-21-00	8	Jul 15/83	
25-21-00	9	Jul 15/83	
25-21-00	10	Jul 15/83	
25-21-00	11	Jul 15/83	
25-21-00	12	Jul 15/83	
25-21-00	13/14	Aug 15/81	
25-21-00	15	Jul 15/83	
25-21-00	16	Jul 15/83	
25-21-00	17/18	Aug 15/82	
25-21-00	19	Aug 15/82	
25-21-00	20	Aug 15/82	
25-21-00	21/22	Aug 15/82	
25-21-00	23/24	Aug 15/82	
25-21-00	25/26	Aug 15/82	
25-21-00	27/28	Aug 15/82	
25-21-00	29/30	Aug 15/82	
25-21-00	101	Mar 15/81	
25-21-00	102	Mar 15/81	
25-21-00	103	Aug 15/82	
25-21-00	104	Mar 15/81	
25-21-00	201	Aug 15/82	
25-21-00	202	Aug 15/82	
25-21-00	203	Aug 15/82	
25-21-00	204	Feb 15/82	
25-21-01	201/202	Nov 15/86	
25-21-01	401	Aug 15/82	
25-21-01	402	Aug 15/82	
25-21-01	403/404	Aug 15/82	
25-21-01	405/406	Aug 15/81	
25-21-02	401	Aug 15/82	
25-21-02	402	Oct 1/72	
25-21-03	401	Aug 15/82	
25-21-03	402	Aug 15/82	
25-21-03	403	Aug 15/82	
25-21-03	404	Aug 15/82	
25-21-03	405	Aug 15/82	
25-21-03	406	Aug 15/82	
25-21-04	201/202	Dec 15/92	
25-21-04	401	Aug 15/76	
25-21-04	402	Jun 15/80	
25-21-04	403/404	Aug 15/81	
25-21-05	401	May 15/82	
25-21-05	402	Mar 15/73	
25-21-05	403/404	Aug 15/81	
25-21-06	401	Mar 1/72	
25-21-06	402	Mar 1/72	
25-21-06	403/404	Mar 15/73	
25-21-07	401	Nov 15/81	
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25-21-08	401	Aug 15/82	
25-21-08	402	May 15/87	
25-21-08	403	May 15/87	
25-21-08	404	May 15/87	
25-21-08	405/406	May 15/87	
25-21-11	401	Nov 15/81	
25-21-11	402	Nov 15/81	
25-21-12	401	May 15/86	
25-21-12	402	May 15/86	
25-21-12	403	May 15/86	
25-21-12	404	May 15/86	
25-21-12	405	May 15/86	
25-21-12	406	May 15/86	
25-21-12	407	May 15/86	
25-21-12	408	Nov 15/86	
25-21-12	409	Nov 15/86	
25-21-12	410	Nov 15/86	
25-21-12	411	May 15/86	
25-21-12	412	Nov 15/86	

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25-22-00	4	Feb 15/82	
25-22-00	5/6	Feb 15/82	
25-22-00	201	Feb 15/82	
25-22-00	202	Feb 15/82	
25-22-00	203/204	Feb 15/82	
25-22-00	701	Feb 15/82	
25-22-00	702	Nov 15/81	
25-22-02	401	Nov 15/81	
25-22-02	402	May 15/82	
25-22-02	403/404	Nov 15/81	
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25-22-02	407/408	Aug 15/81	
25-22-03	401	May 15/82	1
25-22-03	402	May 15/82	1
25-22-03	403/404	May 15/82	1
25-22-03	405/406	Aug 15/81	1
25-22-03	407/408	Aug 15/81	1
25-22-03	401	Nov 15/81	2
25-22-03	402	Aug 15/82	2
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25-22-03	404	Nov 15/81	2
25-22-03	405	Nov 15/81	2
25-22-03	406	Nov 15/81	2
25-22-03	407/408	Aug 15/81	2
25-22-03	409/410	Aug 15/81	2
25-22-03	411	Nov 15/81	2
25-22-03	412	Aug 15/81	2
25-22-03	801	Nov 15/86	
25-22-03	802	Nov 15/86	
25-23-00	1	Aug 15/81	
25-23-00	2	Dec 1/71	
25-23-00	3	Dec 1/71	
25-23-00	4	Dec 1/71	
25-23-00	5	Aug 15/81	
25-23-00	6	Aug 15/81	
25-23-00	7	Feb 15/82	
25-23-00	8	Aug 15/81	
25-23-00	9	Aug 15/81	
25-23-00	10	Aug 15/81	
25-23-00	11	Aug 15/81	
25-23-00	12	Aug 15/81	
25-23-00	13	Aug 15/81	
25-23-00	14	Aug 15/81	
25-23-00	15	Aug 15/81	
25-23-00	16	Aug 15/81	
25-23-00	101	Mar 15/81	
25-23-00	102	Mar 15/81	
25-23-00	103	Mar 15/81	
25-23-00	104	Mar 15/81	
25-23-00	105/106	Feb 15/82	
25-23-00	107/108	Nov 15/81	
25-23-00	109/110	Mar 15/81	
25-23-03	401	Feb 15/82	
25-23-03	402	Feb 15/82	
25-23-03	403/404	May 15/82	
25-23-03	405/406	Oct 1/72	
25-23-03	407/408	Oct 1/72	
25-23-04	401	May 15/82	
25-23-04	402	May 15/82	
25-23-04	403	Dec 1/72	
25-23-04	404	Oct 1/72	
25-23-04	405	May 15/82	
25-23-04	406	May 15/82	
25-23-04	407	May 15/85	
25-23-04	408	Mar 15/80	
25-23-04	409/410	Mar 15/80	
25-23-07	401	May 15/82	
25-23-07	402	May 15/82	
25-23-07	403/404	Nov 15/81	
25-23-08	401	May 15/90	
25-23-08	402	Dec 15/92	
25-23-08	403/404	Aug 15/81	
25-23-10	401	Jun 15/73	
25-23-10	402	Mar 15/80	
25-23-16	401	May 15/82	
25-23-16	402	Sep 15/73	
25-23-21	401	Aug 15/82	
25-23-21	402	Nov 15/86	
25-23-32	401	Aug 15/82	
25-23-32	402	Aug 15/82	
25-25-00	1	Nov 15/83	
25-25-00	2	Feb 15/79	
25-25-00	3	Feb 15/75	
25-25-00	4	Mar 15/91	
25-25-00	5	Mar 15/91	
25-25-00	6	Mar 15/91	
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25-25-00	8	Mar 15/91	
25-25-00	9/10	Mar 15/91	
R 25-25-06	401	Dec 15/95	
25-25-06	402	Mar 15/81	
25-25-07	401	Aug 15/82	
25-25-07	402	Aug 15/82	

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25-25-09	401	Feb 15/82	
25-25-09	402	Feb 15/82	
25-25-09	403/404	Aug 15/81	
25-25-09	405/406	Aug 15/81	
25-25-09	407/408	Aug 15/81	
25-25-11	401	Dec 15/80	
25-25-11	402	Mar 15/80	
25-25-13	401/402	Nov 15/88	
25-26-00	1	Jul 15/83	
25-26-00	2	Aug 15/81	
25-26-00	3/4	Aug 15/81	
25-26-00	5/6	Aug 15/81	
25-26-00	7	Aug 15/81	
25-26-00	8	Aug 15/81	
25-26-00	9	Aug 15/81	
25-26-00	10	Aug 15/81	
25-26-00	11	Jul 15/83	
25-26-00	12	Jul 15/83	
25-26-00	13	Aug 15/81	
25-26-00	14	Mar 15/91	
25-26-00	15	Aug 15/81	
25-26-00	16	Mar 15/91	
25-26-00	17/18	May 15/88	
25-26-00	19/20	Nov 15/88	
25-26-00	21/22	Nov 15/88	
25-26-00	23	May 15/88	
25-26-00	24	May 15/88	
25-26-00	25/26	May 15/88	
25-26-01	401	Dec 15/91	
25-26-01	402	Dec 15/91	
25-26-01	403/404	May 15/73	
25-26-01	405/406	May 15/73	
25-26-01	407/408	May 15/73	
25-26-01	409/410	Dec 15/91	
25-26-08	401	Feb 15/76	
25-26-08	402	Nov 15/81	
25-26-08	403	Mar 15/73	
25-26-08	404	Mar 15/73	
25-26-08	405	Dec 15/80	
25-26-08	406	Nov 15/81	
25-26-08	407/408	Aug 15/81	
25-26-10	401	Feb 15/75	
25-26-10	402	Dec 15/80	
25-26-10	403/404	Feb 15/75	
25-26-13	401/402	Nov 15/83	
25-26-14	401/402	Aug 15/81	
25-26-14	403/404	Mar 15/81	

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25-26-15	402	Aug 15/82	
25-26-15	403	Aug 15/81	
25-26-15	404	Aug 15/81	
25-26-16	401	Mar 15/91	
25-26-16	402	Mar 15/91	
25-26-16	403	Aug 15/81	
25-26-16	404	May 15/82	
25-26-20	401	Apr 1/72	
25-26-20	402	Oct 1/72	
25-26-21	401	May 15/82	1
25-26-21	402	May 15/82	1
25-26-21	403/404	May 15/82	1
25-26-21	401	Nov 15/81	2
25-26-21	402	Nov 15/81	2
25-26-21	403/404	Nov 15/81	2
25-26-30	201/202	Feb 15/82	
25-26-30	401	May 15/88	
25-26-30	402	May 15/88	
25-26-30	403/404	Nov 15/88	
25-26-30	405/406	Nov 15/88	
25-26-30	407	May 15/88	
25-26-30	408	May 15/88	
25-26-30	409/410	May 15/88	
25-26-30	601	May 15/78	
25-26-30	602	Aug 15/77	
25-26-31	401	Aug 15/82	
25-26-31	402	Nov 15/78	
25-26-32	801	Dec 15/93	
25-26-32	802	Dec 15/93	
25-26-32	803	Dec 15/93	
25-26-32	804	Dec 15/93	
25-26-32	805/806	Dec 15/93	
25-27-00	1	Dec 15/92	
25-27-00	2	Dec 15/92	
25-27-00	3/4	Aug 15/82	
25-27-00	5/6	Aug 15/82	
25-27-00	7/8	Aug 15/82	
25-27-01	601/602	Dec 15/92	
25-28-00	401	May 15/90	
25-28-00	402	May 15/90	
25-28-00	403	May 15/90	
25-28-00	404	May 15/90	
25-30-00	1/2	Aug 15/81	
25-31-00	1	Aug 15/76	
25-31-00	2	Aug 15/82	
25-31-00	3	Aug 15/82	
25-31-00	4	Aug 15/82	

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25-31-00	5	Nov 15/81	
25-31-00	6	Nov 15/81	
25-31-00	7	Nov 15/81	
25-31-00	8	May 15/82	
25-31-00	9	Nov 15/85	
25-31-00	10	May 15/82	
25-31-00	11	Nov 15/85	
25-31-00	12	Nov 15/85	
25-31-00	13/14	Nov 15/85	
25-31-00	15	Dec 15/92	
25-31-00	16	Nov 15/85	
25-31-00	17	Dec 15/92	
25-31-00	18	Dec 15/92	
25-31-00	19	Dec 15/92	
25-31-00	20	Dec 15/92	
25-31-00	21	Dec 15/92	
25-31-00	22	Dec 15/92	
25-31-00	23	Nov 15/86	
25-31-00	24	Dec 15/92	
25-31-00	25/26	Dec 15/92	
25-31-00	101	Nov 15/83	
25-31-00	102	Aug 15/82	
25-31-03	401	May 15/76	
25-31-03	402	Jan 15/72	
25-31-04	401	Nov 15/78	1
25-31-04	402	Nov 15/78	1
25-31-04	401	Aug 15/82	2
25-31-04	402	Nov 15/78	2
25-31-05	401	Jul 15/83	
25-31-05	402	Jul 15/83	
25-31-05	403/404	Aug 15/81	
25-31-05	501	May 15/87	1
25-31-05	502	May 15/87	1
25-31-05	501	May 15/87	2
25-31-05	502	May 15/87	2
25-31-05	701	Nov 15/85	
25-31-05	702	Nov 15/85	
25-31-05	703	Nov 15/85	
25-31-05	704	Nov 15/85	
25-31-05	705/706	Nov 15/85	
25-31-06	401	Nov 15/76	
25-31-06	402	Mar 15/80	
25-31-06	403/404	May 15/76	
25-31-09	401	Dec 15/92	
25-31-09	402	Dec 15/92	
25-31-09	403/404	May 15/76	
25-31-10	401	May 15/82	
25-31-10	402	Nov 15/81	
25-31-10	403	Nov 15/86	
25-31-10	404	Aug 15/82	
25-31-10	405	May 15/82	
25-31-10	406	Aug 15/81	
25-31-10	407	Nov 15/81	
25-31-10	408	Nov 15/81	
25-31-10	409/410	Nov 15/81	
25-31-10	501	Jul 15/83	
25-31-10	502	Dec 15/92	
25-31-10	503/504	Jul 15/83	
25-31-20	401	Dec 1/71	
25-31-20	402	Mar 15/73	
25-31-25	401	Nov 15/81	
25-31-25	402	Nov 15/81	
25-31-25	403	Nov 15/86	
25-31-25	404	Aug 15/82	
25-31-25	405/406	Nov 15/88	
25-31-25	601	Feb 15/77	
25-31-25	602	Feb 15/77	
25-31-26	401	Apr 1/72	
25-31-26	402	Mar 15/73	
25-31-32	401	Nov 15/81	
25-31-32	402	Nov 15/81	
25-31-32	403/404	Nov 15/81	
25-31-32	701/702	Nov 15/81	
25-31-37	401	May 15/75	
25-31-37	402	Sep 15/73	
25-31-37	701/702	Nov 15/81	
25-31-38	401	Nov 15/81	
25-31-38	402	Jun 15/80	
25-31-38	701/702	Nov 15/81	
25-31-39	401	Sep 15/73	
25-31-39	402	Sep 15/73	
25-31-39	701/702	Aug 15/82	
25-31-40	401	Nov 15/81	
25-31-40	402	Nov 15/81	
25-31-40	403/404	Aug 15/81	
25-31-41	401	Feb 15/82	
25-31-41	402	Feb 15/82	
25-31-41	403/404	Aug 15/81	
25-31-42	401/402	Nov 15/81	
25-31-43	401	Nov 15/81	
25-31-43	402	Nov 15/81	
25-31-43	403	Nov 15/81	
25-31-43	404	Nov 15/81	
25-31-44	401	Nov 15/81	
25-31-44	402	Nov 15/81	
25-31-44	403	Aug 15/81	

	CHAPTER/ SECTION	PAGE	DATE	CONFIG CODE
	25-31-44	404	Aug 15/81	
	25-32-00	1	Sep 15/73	
	25-32-00	2	Dec 1/71	
	25-32-00	3	Feb 15/82	
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	25-32-00	9/10	Jul 15/84	
	25-32-00	11/12	Jul 15/84	
	25-32-00	13/14	Jul 15/84	
	25-32-00	15/16	Jul 15/84	
	25-32-00	17/18	Jul 15/84	
	25-32-00	19/20	Jul 15/84	
	25-32-00	21	Nov 15/85	
	25-32-00	22	Jul 15/84	
	25-32-00	23	Jul 15/84	
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	25-32-00	25	Jul 15/84	
	25-32-00	26	Jul 15/84	
	25-32-00	27	Jul 15/84	
	25-32-00	28	Jul 15/84	
	25-32-00	29/30	Jul 15/84	
	25-32-00	31	Jul 15/84	
	25-32-00	32	Jul 15/84	
	25-32-00	33	Jul 15/84	
	25-32-00	34	Jul 15/84	
	25-32-00	35	Jul 15/84	
	25-32-00	36	Jul 15/84	
	25-32-00	37	Jul 15/84	
	25-32-00	38	Jul 15/84	
	25-32-00	39	Jul 15/84	
	25-32-00	40	Jul 15/84	
	25-32-00	41	Jul 15/84	
	25-32-00	42	Nov 15/85	
	25-32-00	43/44	Nov 15/85	
R	25-32-00	101	Dec 15/95	
	25-32-00	102	Nov 15/81	
R	25-32-00	103	Dec 15/95	
	25-32-00	104	Feb 15/82	
	25-32-00	105	Mar 15/81	
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	25-32-00	107	May 15/82	
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	25-32-00	125/126	Jul 15/84	
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	25-32-00	129/130	Jul 15/84	
	25-32-00	131/132	Jul 15/84	
	25-32-00	133/134	Jul 15/84	
	25-32-00	501	May 15/82	
	25-32-00	502	Dec 15/93	
	25-32-00	503/504	May 15/82	
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	25-32-00	516	Nov 15/89	
	25-32-00	517/518	Nov 15/89	
	25-32-00	801	Aug 15/81	
	25-32-00	802	Aug 15/81	
	25-32-01	201	Nov 15/81	
	25-32-01	202	Feb 15/82	
	25-32-01	203	Nov 15/81	
	25-32-01	204	Nov 15/81	
	25-32-01	401	Feb 15/82	
	25-32-01	402	Feb 15/82	
	25-32-01	403/404	Nov 15/74	
	25-32-01	405	Feb 15/82	
	25-32-01	406	Feb 15/82	
	25-32-01	407	Feb 15/82	
	25-32-01	408	Feb 15/82	
	25-32-04	401	May 15/82	
	25-32-04	402	May 15/82	
	25-32-04	403/404	Apr 1/72	
	25-32-05	401	Nov 15/83	
	25-32-05	402	May 15/82	
	25-32-05	403	Sep 15/73	
	25-32-05	404	Sep 15/73	

CHAPTER/ SECTION	PAGE	DATE	CONFIG CODE
25-32-06	401	Sep 15/73	
25-32-06	402	Sep 15/73	
25-32-07	401	Jun 15/80	
25-32-07	402	Dec 1/71	
25-32-08	401	Nov 15/84	
25-32-08	402	Nov 15/84	
25-32-08	403	Nov 15/84	
25-32-08	404	Feb 15/82	
25-32-10	401	Nov 15/81	
25-32-10	402	Feb 15/82	
25-32-10	601	Aug 15/81	
25-32-10	602	Nov 15/77	
25-32-10	603/604	Jun 15/80	
25-32-12	401	Nov 15/81	
25-32-12	402	Nov 15/81	
25-32-12	403/404	Feb 15/82	
25-32-13	401	Feb 15/82	
25-32-13	402	Feb 15/82	
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25-32-15	401	Apr 1/72	
25-32-15	402	Apr 1/72	
25-32-16	401	Nov 15/73	
25-32-16	402	Aug 15/82	
25-32-16	403	Nov 15/85	
25-32-16	404	Nov 15/85	
25-32-16	405/406	Nov 15/73	
25-32-16	407/408	Nov 15/73	
25-32-18	401	Nov 15/81	
25-32-18	402	Nov 15/81	
25-32-18	403	Nov 15/81	
25-32-18	404	Feb 15/74	
25-32-19	401	Nov 15/78	
25-32-19	402	May 1/72	
25-32-22	401	Feb 15/82	
25-32-22	402	May 15/86	
25-32-22	403/404	Feb 15/82	
25-32-22	405	May 15/86	
25-32-22	406	Feb 15/82	
25-32-22	407	Aug 15/82	
25-32-22	408	Feb 15/82	
25-32-22	409/410	Feb 15/82	
25-32-25	401	Nov 15/78	
25-32-25	402	Nov 15/78	
25-32-25	403/404	May 1/72	
25-32-28	401	Nov 15/89	
25-32-28	402	Nov 15/89	
25-32-28	403/404	Mar 15/33	
25-32-33	401	Aug 15/82	
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25-32-33	403	Feb 15/82	
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25-32-38	402	Nov 15/81	
25-32-38	403	Feb 15/82	
25-32-38	404	Nov 15/81	
25-32-41	401	Aug 15/82	
25-32-41	402	Jul 15/84	
25-32-41	403	Aug 15/82	
25-32-41	404	Aug 15/82	
25-32-41	405/406	Dec 15/93	
25-32-44	401	May 15/82	
25-32-44	402	May 15/82	
25-33-00	1	Aug 15/75	
25-33-00	2	Dec 1/71	
25-33-00	3/4	Dec 1/71	
25-33-00	5/6	May 15/73	
25-33-00	7/8	Mar 15/83	
25-33-00	9/10	Dec 1/71	
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25-33-00	16	Mar 15/83	
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25-33-00	19	Mar 15/83	
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25-33-00	21/22	Mar 15/83	
25-33-00	23/24	Mar 15/83	
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25-34-00	4	Aug 15/81	
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25-34-00	6	Nov 15/86	
25-34-00	7	Jun 15/73	
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25-34-00	9	Aug 15/81	
25-34-00	10	Aug 15/82	
25-34-00	11	Aug 15/82	
25-34-00	12	Aug 15/81	
25-34-00	13	Aug 15/81	
25-34-00	14	Aug 15/81	
25-34-00	15/16	Aug 15/82	

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25-34-00	17/18	Aug 15/81	
25-34-00	19/20	Aug 15/82	
25-34-01	401	Aug 15/81	
25-34-01	402	Nov 15/86	
25-34-01	403/404	Aug 15/81	
25-34-01	501	Jul 15/83	
25-34-01	502	Jul 15/83	
25-34-02	401	Nov 15/81	
25-34-02	402	Nov 15/81	
25-34-02	403/404	Jul 15/73	
25-34-03	401	Aug 15/81	
25-34-03	402	Aug 15/81	
25-34-05	401	Jun 15/95	
25-34-05	402	Jun 15/95	
25-34-05	403/404	Aug 15/81	
25-34-05	501	Aug 15/81	
25-34-05	502	Aug 15/81	
25-34-05	503/504	Aug 15/81	
25-34-12	401	Aug 15/81	
25-34-12	402	Aug 15/81	
25-34-12	403	Aug 15/81	
25-34-12	404	Aug 15/81	
25-34-21	501	Aug 15/81	
25-34-21	502	Aug 15/81	
25-34-21	503/504	Aug 15/81	
25-34-53	401	Aug 15/81	
25-34-53	402	Aug 15/77	
25-34-54	601	Aug 15/78	
25-34-54	602	Nov 15/81	
25-34-54	603/604	Aug 15/78	
25-34-54	701	May 15/89	
25-34-54	702	May 15/89	
25-34-54	703/704	Aug 15/78	
25-34-60	401	Nov 15/81	
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25-34-60	403/404	Nov 15/81	
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25-34-60	502	Aug 15/81	
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25-41-00	602	Nov 15/89	
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25-41-01	402	Apr 1/72	
25-41-02	401	Mar 15/80	
25-41-02	402	Nov 15/75	
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25-42-07	401	Jun 15/80	
25-42-07	402	Jun 15/80	
25-42-08	401	Aug 15/81	
25-42-08	402	Aug 15/81	
25-42-09	401	Jun 15/80	
25-42-09	402	Dec 15/80	
25-42-09	403/404	Sep 15/73	
25-42-11	401	Jun 15/80	
25-42-11	402	Mar 15/80	
25-42-11	403	Jun 15/73	
25-42-11	404	Jun 15/73	
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25-43-00	101	Nov 15/84	
25-43-00	102	Aug 15/82	
25-43-03	401	Aug 15/81	
25-43-03	402	Aug 15/81	
25-43-03	403/404	Jun 15/80	
25-43-10	401	Nov 15/83	
25-43-10	402	Jan 15/72	
25-43-13	401	Mar 15/84	
25-43-13	402	Mar 15/84	
25-43-13	403	Mar 15/84	
25-43-13	404	Mar 15/84	
25-43-14	401	May 15/82	
25-43-14	402	May 15/88	
25-43-14	403/404	Jun 15/73	
25-43-15	401	Jun 15/73	
25-43-15	402	Jun 15/73	
25-43-15	403/404	Jun 15/73	
25-43-16	401	Mar 15/84	

CHAPTER/ SECTION	PAGE	DATE	CONFIG CODE
25-43-16	402	Mar 15/84	
25-43-16	403	Mar 15/84	
25-43-16	404	Mar 15/84	
25-43-20	401	Dec 15/80	
25-43-20	402	Jun 15/80	
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25-51-00	22	Jun 15/80	
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25-51-05	601	Aug 15/82	
25-51-05	602	Aug 15/82	
25-51-05	603/604	Nov 15/76	
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25-51-06	403	Jul 15/83	
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25-51-06	601/602	Jun 15/92	
25-51-06	801	Jun 15/92	
25-51-06	802	Jun 15/92	
25-51-06	803	Jun 15/92	
25-51-06	804	Jun 15/92	
25-51-06	805	Jun 15/92	
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25-51-06	807	Jun 15/92	
25-51-06	808	Jun 15/92	
25-51-06	809	Jun 15/92	
25-51-06	810	Jun 15/92	
25-51-06	811	Jun 15/92	
25-51-06	812	Jun 15/92	
25-51-13	401	Jul 15/83	
25-51-13	402	Jul 15/83	
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25-52-00	38	May 15/86	
25-52-00	39/40	Nov 15/85	
25-52-00	41/42	Nov 15/85	
25-52-00	43	May 15/86	
25-52-00	44	May 15/86	

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25-52-00	45/46	Nov 15/85	
25-52-00	47/48	Nov 15/85	
25-52-00	49	Nov 15/85	
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25-52-08	401	Feb 15/82	2
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CHAPTER 25

EQUIPMENT AND FURNISHINGS

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	Description and Operation		1	ALL
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C	Approved Repairs		801	ALL
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R Adjustment/Test		501	032-999
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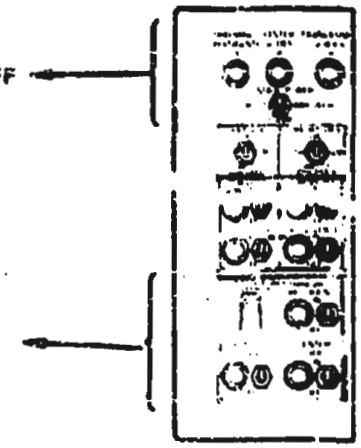
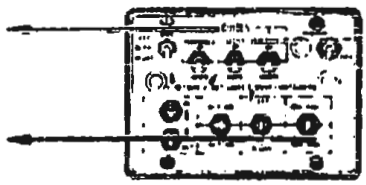
(CARGO COMPARTMENT)





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THRESHOLD GUIDE INOPERATIVE	2552
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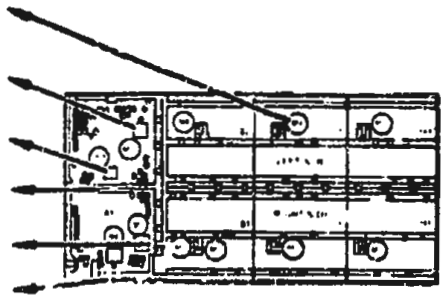
TRANSVERSE GUIDE INOPERATIVE	2552



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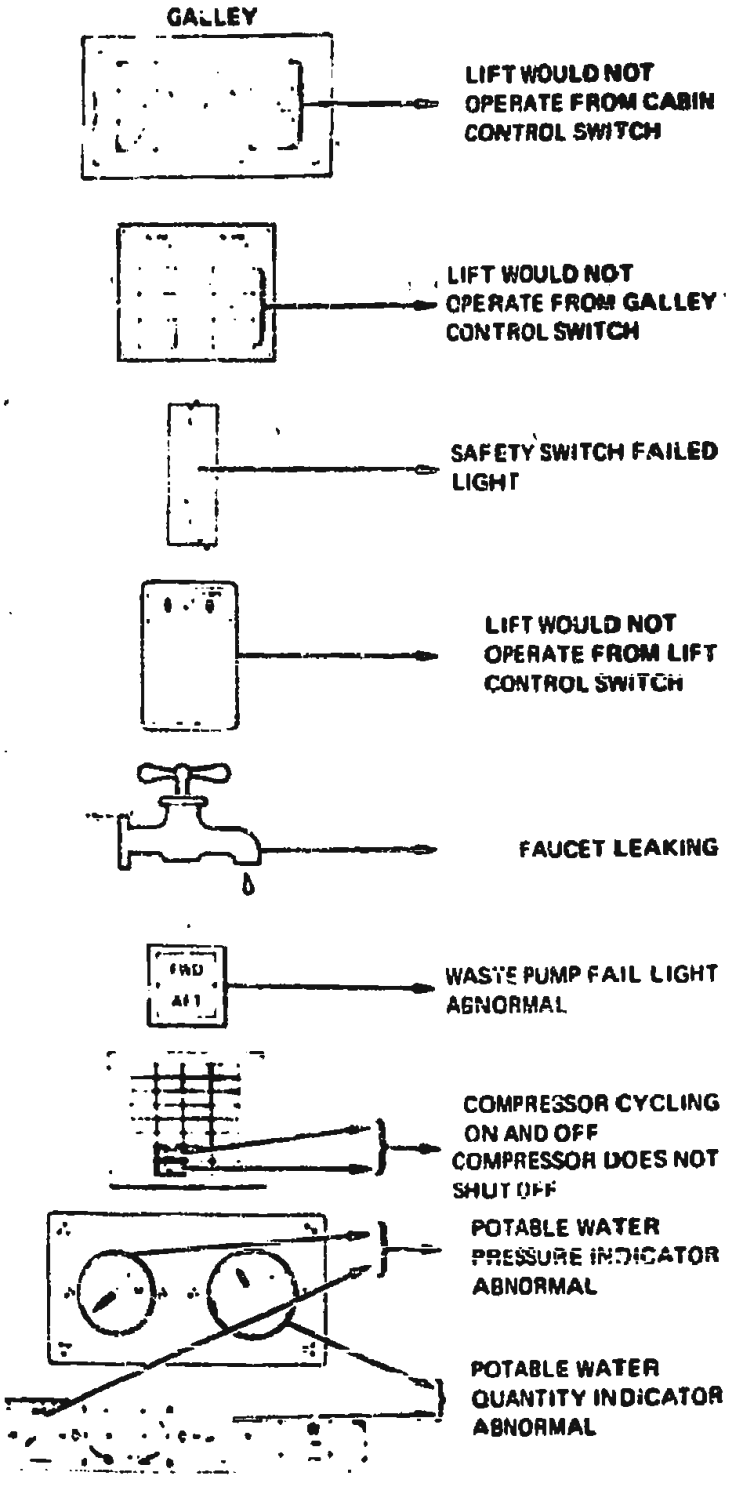
EQUIPMENT/FURNISHINGS CONTENTS

R R 001B EFFECTIVITY: ALL

GENERAL AIRCRAFT CONTENTS


GALLEY
LIFT WOULD NOT OPERATE FROM CABIN CONTROL SWITCH
LIFT WOULD NOT OPERATE FROM GALLEY CONTROL SWITCH
SAFETY SWITCH FAILED LIGHT
LIFT WOULD NOT OPERATE FROM LIFT CONTROL SWITCH
FAUCET LEAKING
WASTE PUMP FAIL LIGHT ABNORMAL
COMPRESSOR CYCLING ON AND OFF
COMPRESSOR DOES NOT SHUT OFF
POTABLE WATER PRESSURE INDICATOR ABNORMAL
POTABLE WATER QUANTITY INDICATOR ABNORMAL

TITLE	CHAP/SEC
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LIFT WOULD NOT OPERATE FROM GALLEY CONTROL SWITCH	2532
LIFT WOULD NOT OPERATE FROM LIFT CONTROL SWITCH	2532
POTABLE WATER PRESSURE INDICATOR ABNORMAL	3841
POTABLE WATER QUANTITY INDICATOR ABNORMAL	3813
SAFETY SWITCH FAILED LIGHT	2532
WASTE PUMP FAIL LIGHT ABNORMAL	3831

MJ-8000-25 3502

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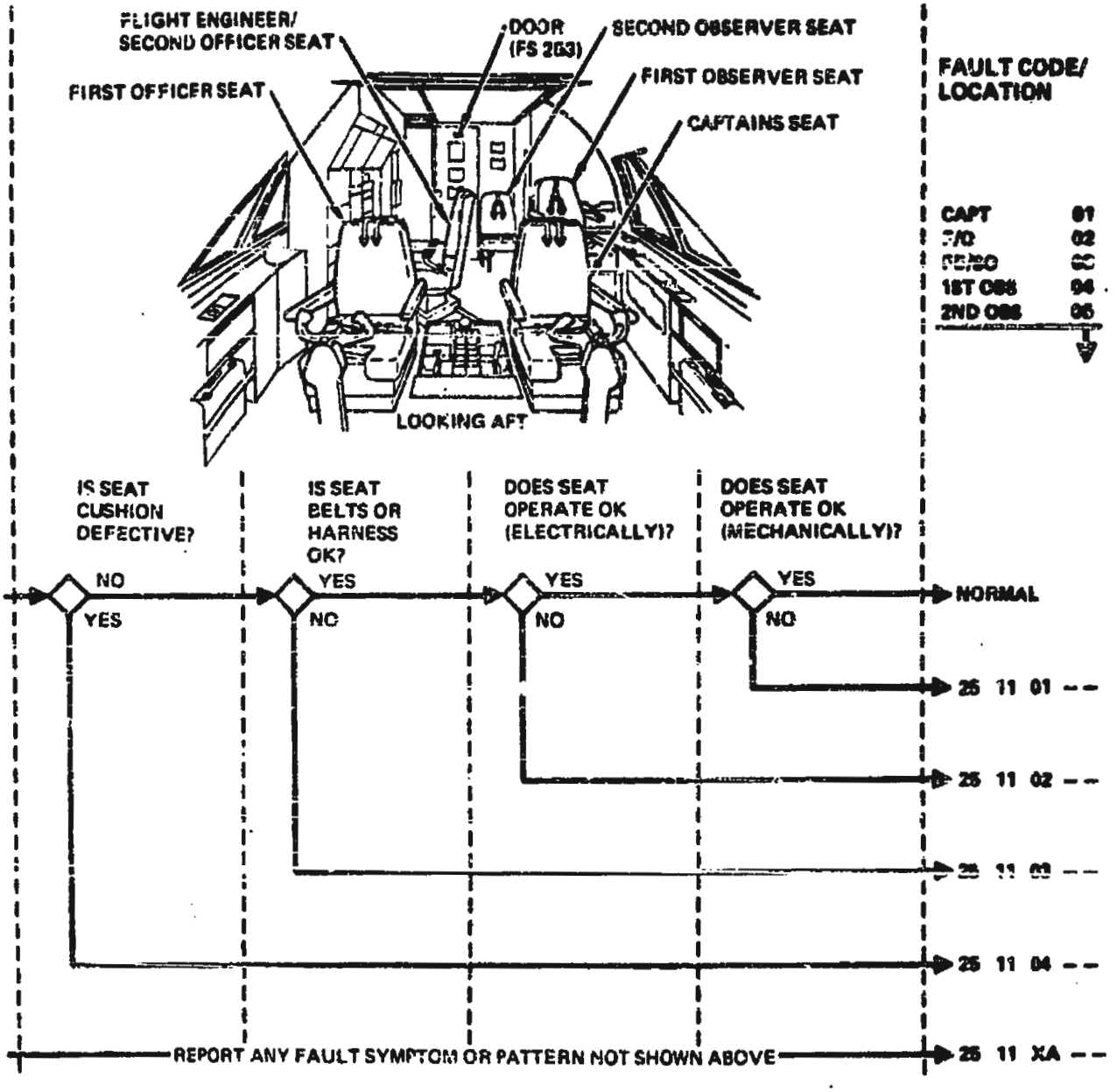

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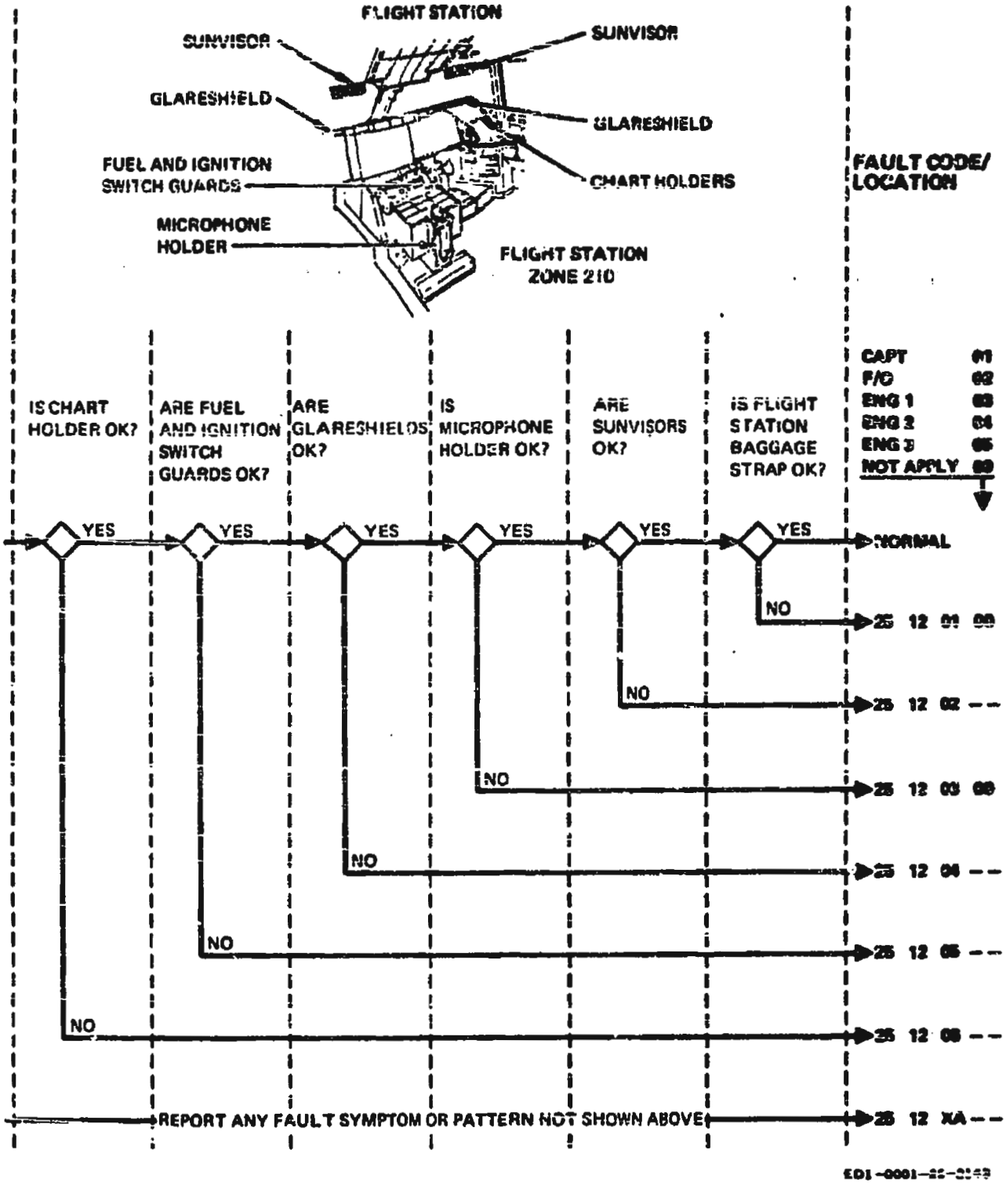
R Flight Station Seat - Fault Codes
Figure 1

R EFFECTIVITY: ALL

25-FAULT CODE DIAGRAM

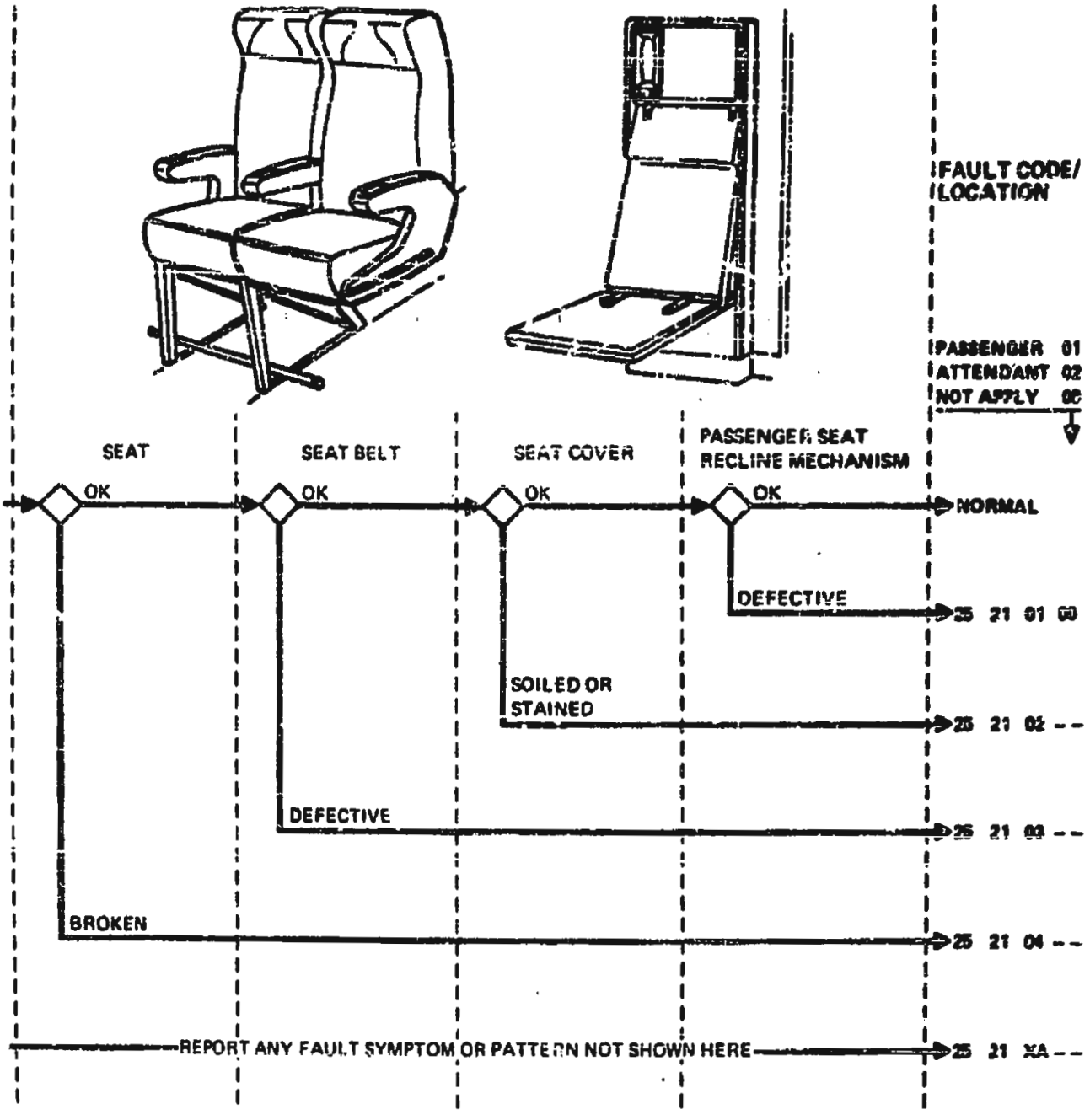
050B



R Flight Station Miscellaneous Items - Fault Codes
Figure 2

R EFFECTIVITY: ALL

25-FAULT CODE DIAGRAM



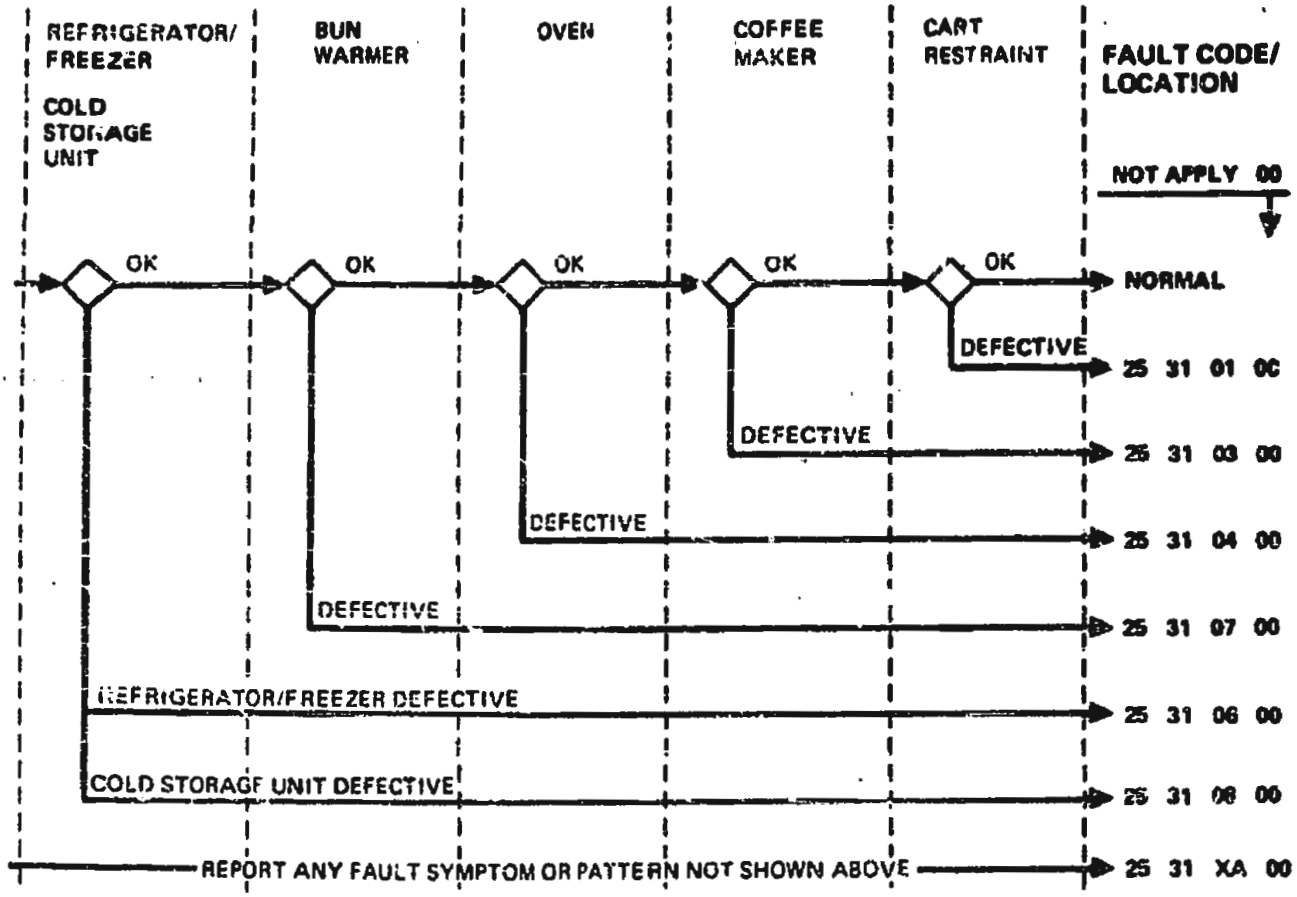
FDI-0001-25-2106

R Cabin Seating - Fault Codes
Figure 3

R EFFECTIVITY: ALL

0508

25-FAULT CODE DIAGRAM



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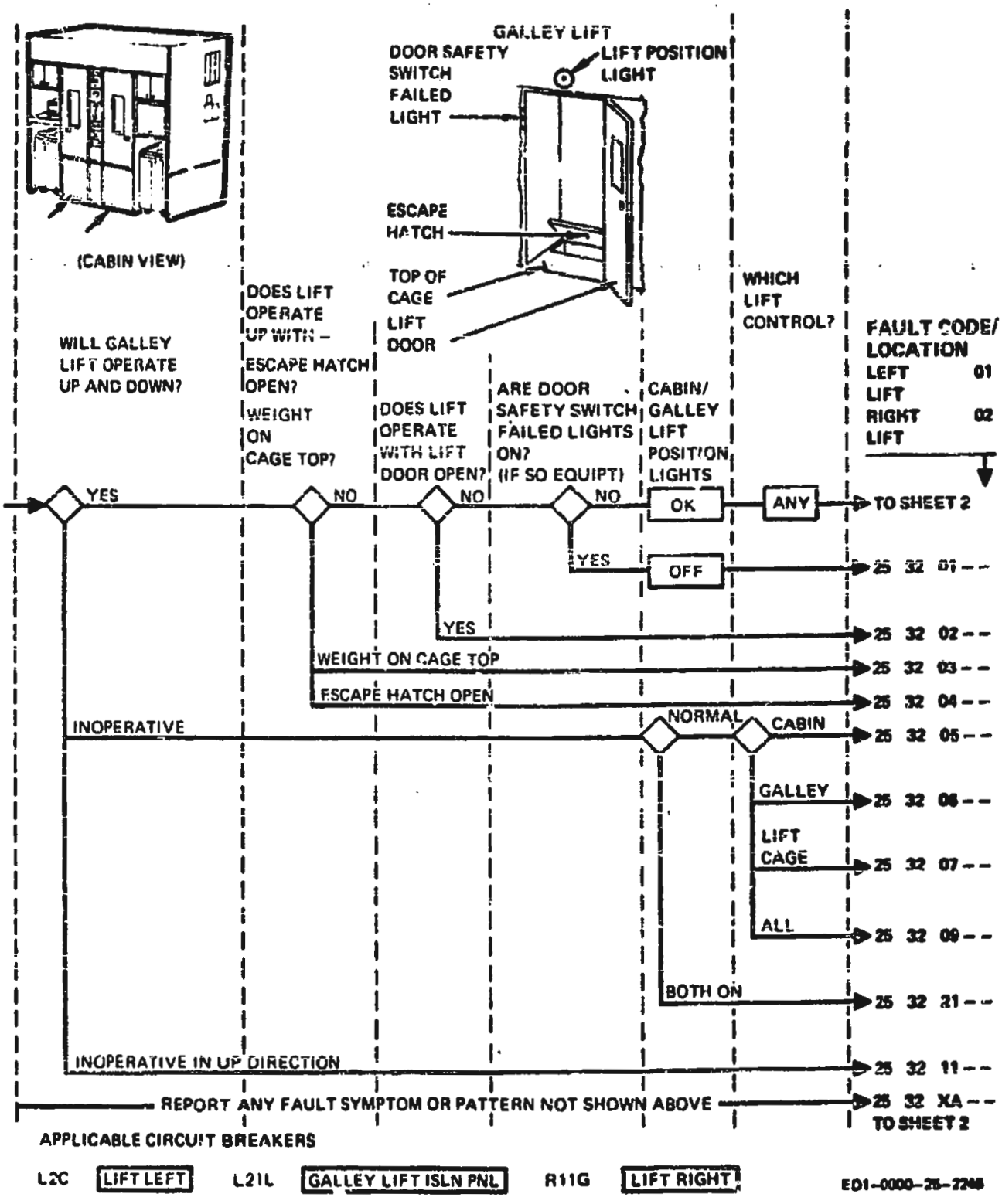
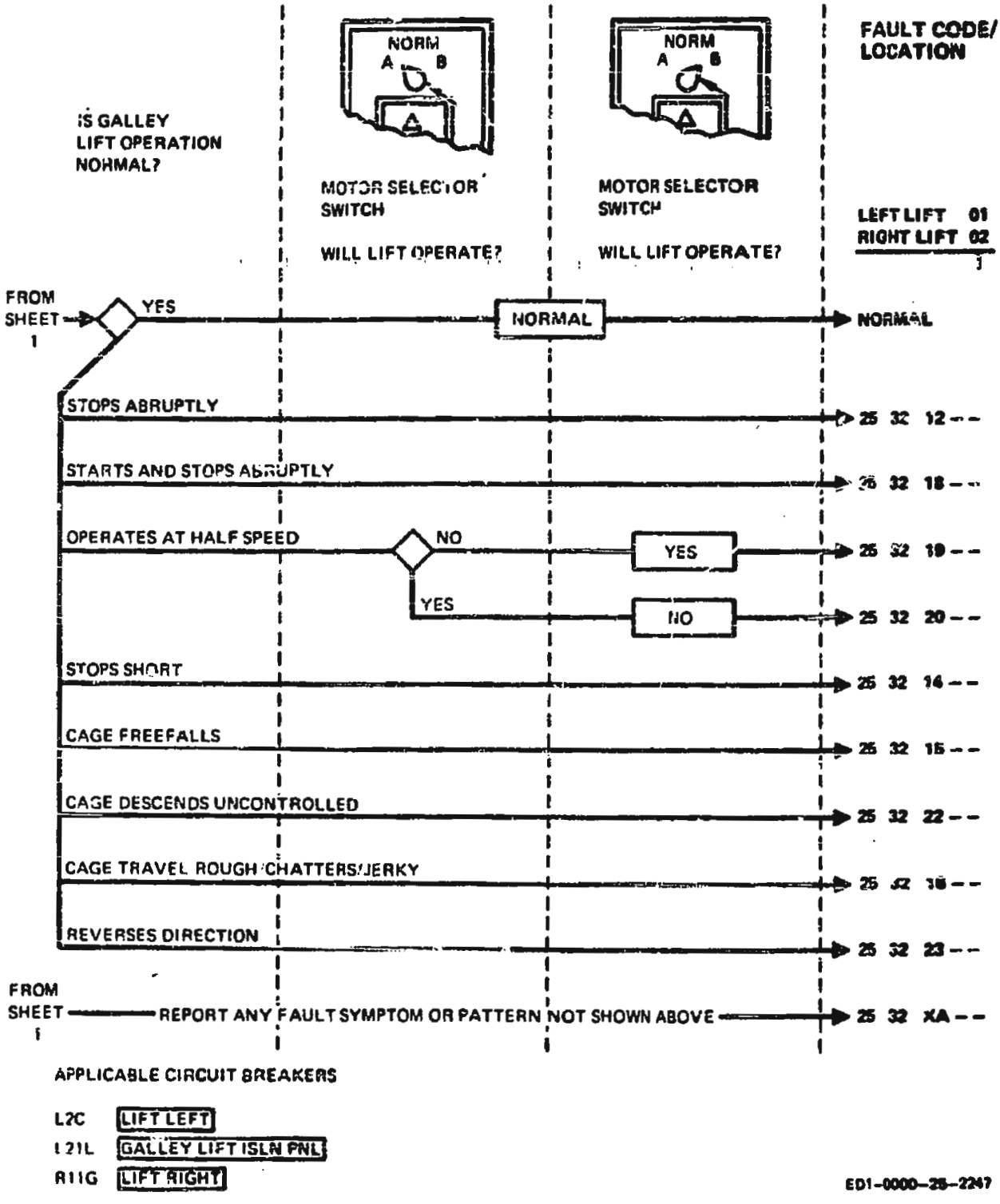
R Galley/Service Centers - Fault Codes
Figure 4

EFFECTIVITY: ALL

25-FAULT CODE DIAGRAM



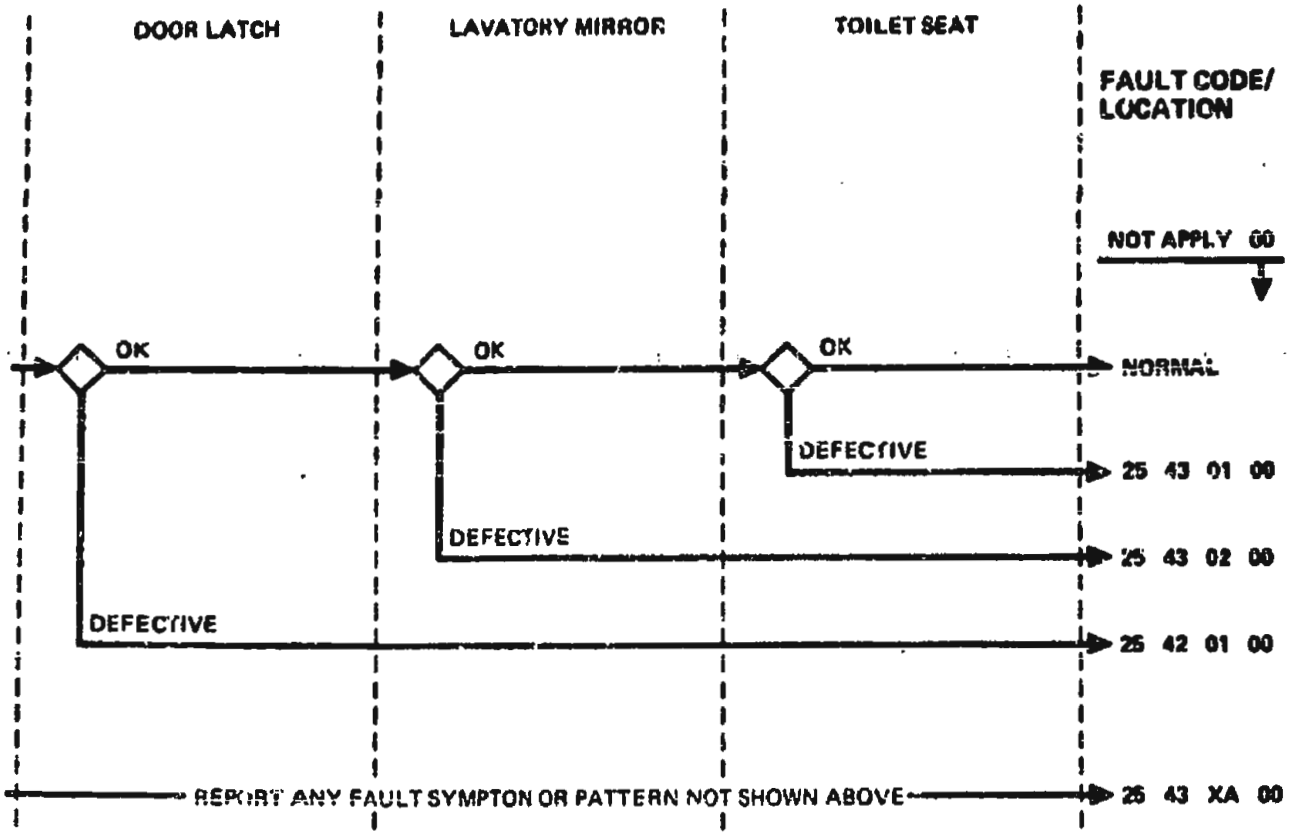
R Galley Lift (Sheet 1) - Fault Codes
Figure 5



R Galley Lift (Sheet 2) - Fault Codes
Figure 6

R EFFECTIVITY: ALL

25-FAULT CODE DIAGRAM



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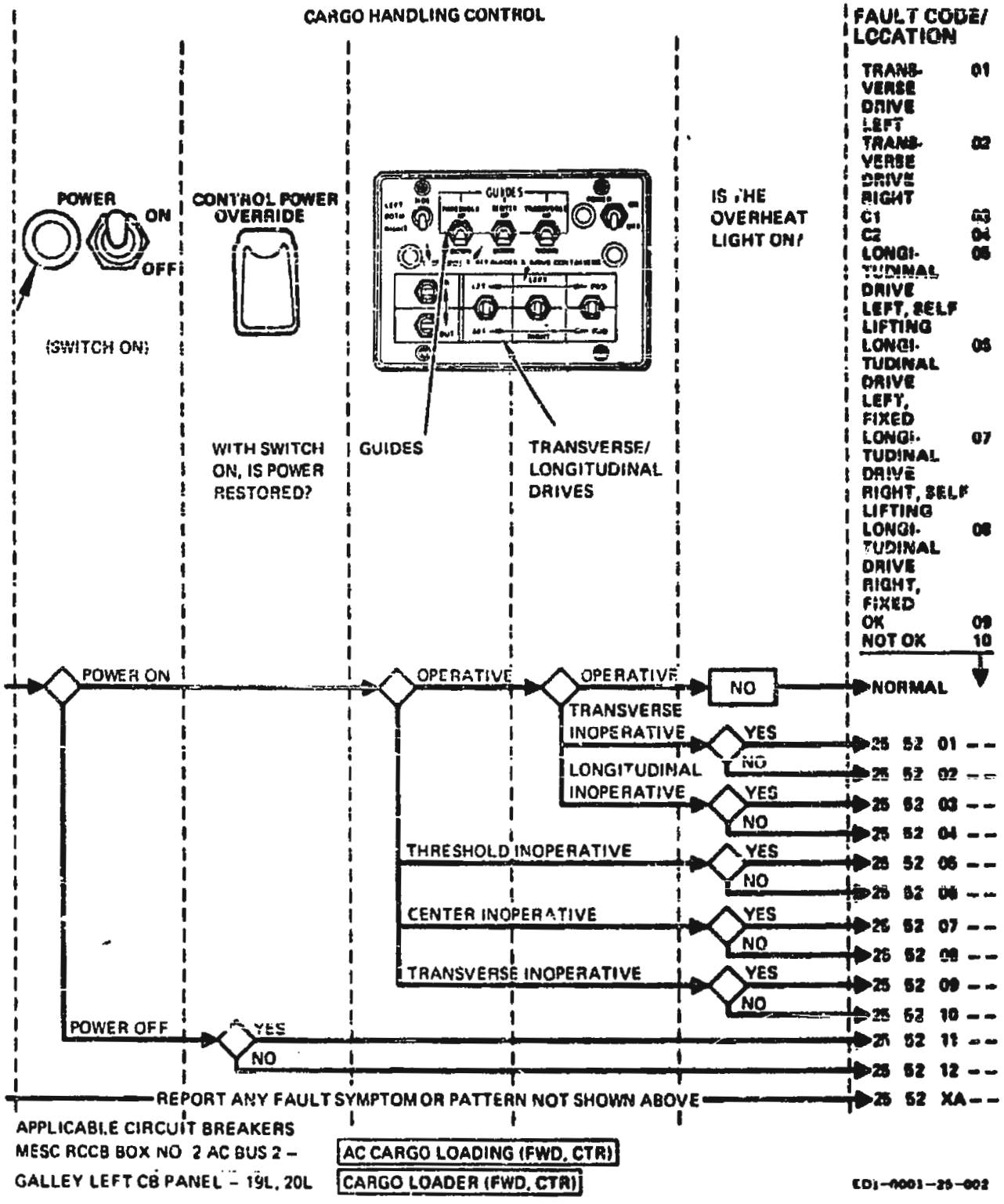
Lavatories - Fault Codes
Figure 7



Cargo Handling and Stowage System - Fault Codes
Figure 8

R
R
0508

EFFECTIVITY: ALL

25-FAULT CODE DIAGRAM

FAULT CODE INDEX
TABLE 1

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
25 11 XA __	1. A Flight Station Seat fault was encountered by the crew which is not covered in the fault code diagram. (Ref. Fault Code diagram for flight crew actions.)
	2. 25-11-00 Fig. 103 Block 1
25 12 XA __	1. A Flight Station Miscellaneous Items fault was encountered by the crew which is not covered in the fault code diagram. (Ref. Fault Code diagram for flight crew actions.)
	2. 25-12-00 Fig. 103 Block 1
25 21 XA __	1. A Cabin Seating fault was encountered by the crew which is not covered in the fault code diagram. (Ref. Fault Code diagram for flight crew actions.)
	2. 25-21-00 Fig. 103 Block 1
25 31 XA 00	1. A Galley/Service Centers fault was encountered by the crew which is not covered in the fault code diagram. (Ref. Fault Code diagram for flight crew actions.)
	2. 25-31-00 Fig. 101 Block 1
25 32 XA __	1. A Galley Lift fault was encountered by the crew which is not covered in the fault code diagram. (Ref. Fault Code diagram for flight crew actions.)
R R	2. 25-32-00 Fig. 102, 103, 104, 105, 106, 107, 108, 109, 110 Block 1

FAULT CODE INDEX
TABLE 1 (CONTINUED)

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
25 43 XA 00	1. A Lavatories fault was encountered by the crew which is not covered in the fault code diagram. (Ref. Fault Code diagram for flight crew actions.)
	2. 25-43-00 Fig. 101 Block 1
25 52 XA __	1. A Cargo Handling and Stowage System fault was encountered by the crew which is not covered in the fault code diagram. (Ref. Fault Code diagram for flight crew actions.)
	2. 25-52-00 Fig. 103, 104, 105, 106 Block 1
25 11 01 __	1. (01=Capt, 02=F/O, 03=FE/SO) seat has a mechanical malfunction.
	2. 25-11-00 Fig. 103 Block 4
25 11 02 __	1. (01=Capt, 02=F/O, 03=FE/SO) seat has an electrical malfunction.
	2. 25-11-00 Fig. 103 Block 3
25 11 03 __	1. (01=Capt, 02=F/O, 03=FE/SO, 04=1st obs, 05=2nd obs) seat has a defective seat belt or harness.
	2. 25-11-00 Fig. 103 Block 2
25 11 04 __	1. (01=Capt, 02=F/O, 03=FE/SO, 04=1st obs, 05=2nd obs) seat cushion is defective.
	2. 25-11-00 Fig. 103 Block 1
25 12 01 00	1. Flight station baggage strap defective.
	2. 25-12-00 Fig. 103 Block 5
25 12 02 __	1. (01=Capt, 02=F/O) sunvisor defective.
R	2. 25-12-00 Fig. 103 Block 2

FAULT CODE INDEX
TABLE 1 (CONTINUED)

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
25 12 03 00	1. Flight station microphone holder defective.
	2. 25-12-00 Fig. 103 Block 3
25 12 04 __	1. (01=Capt, 02=F/O) glareshield defective.
	2. 25-12-00 Fig. 103 Block 4
25 12 05 __	1. (03=Eng 1, 04=Eng 2, 05=Eng 3) fuel and ignition switch guard broken.
	2. 25-12-00 Fig. 103 Block 6
25 12 06 __	1. (01=Capt, 02=F/O) chart holder defective.
	2. 25-12-00 Fig. 103 Block 1
25 21 01 00	1. Passenger seat recline mechanism defective (give row and seat number).
	2. 25-21-00 Fig. 103 Block 3
25 21 02 __	1. (01=Passenger, 02=Attendant) seat soiled or stained (give seat location).
	2. 25-21-00 Fig. 103 Block 1
25 21 03 __	1. (01=Passenger, 02=Attendant) seat has a defective seat belt (give seat location).
	2. 25-21-00 Fig. 103 Block 2
25 21 04 __	1. (01=Passenger, 02=Attendant) seat broken (give seat location).
	2. 25-21-00 Fig. 103 Block 4

FAULT CODE INDEX
TABLE 1 (CONTINUED)

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
25 31 01 00	1. Cart restraint damaged or missing (Give location).
R R R	2. 25-31-10, repair or replace retractable cart restraint 25-31-25, repair or replace fixed cart restraint
25 31 02 00	1. NOT USED.
25 31 03 00	1. Coffee maker defective (give location).
	2. 25-34-05, repair or replace coffee maker
25 31 04 00	1. Oven defective (give location).
	2. 25-31-00 Fig. 101 Block 1
25 31 05 00	1. NOT USED.
25 31 06 00	1. Refrigerator/freezer defective (give location).
	2. 25-31-00 Fig. 101 Block 1
25 31 07 00	1. Bun warmer defective (give location).
	2. 25-31-00 Fig. 101 Block 1
25 31 08 00	1. Cold storage unit defective (give location).
	2. 25-31-00 Fig. 101 Block 1
25 32 01 __	1. (01=Left lift, 02=Right lift) door safety switch failed light on, lift position lights off.
	2. 25-32-00 Fig. 102 Block 2

FAULT CODE INDEX
TABLE 1 (CONTINUED)

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
25 32 02 __	1. (01=Left lift, 02=Right lift) operated with (cabin/galley) lift door open. 2. 25-32-00 Fig. 102 Block 1
25 32 03 __	1. (01=Left lift, 02=Right lift) operated up with weight on cage top. 2. 25-32-00 Fig. 102 Block 1
25 32 04 __	1. (01=Left lift, 02=Right lift) operated up with escape hatch open. 2. 25-32-00 Fig. 102 Block 1
25 32 05 __	1. (01=Left lift, 02=Right lift) inoperative from cabin control switches. 2. 25-32-00 Fig. 109 Block 2
25 32 06 __	1. (01=Left lift, 02=Right lift) inoperative from galley control switches. 2. 25-32-00 Fig. 109 Block 3
25 32 07 __	1. (01=Left lift, 02=Right lift) inoperative from lift cage control switches. 2. 25-32-00 Fig. 109 Block 1
25 32 08 00	1. NOT USED.
25 32 09 __	1. (01=Left lift, 02=Right lift) inoperative from all control switch locations. 2. 25-32-00 Fig. 105 (Sheet 1) Block 1
25 32 10 00	1. NOT USED.
25 32 11 __	1. (01=Left lift, 02=Right lift) will not operate up to cabin level. 2. 25-32-00 Fig. 106 Block 1

FAULT CODE INDEX
TABLE 1 (CONTINUED)

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
25 32 12 __	1. (01=Left lift, 02=Right lift) stops abruptly at (cabin/galley) level(s). 2. 25-32-00 Fig. 107 Block 1
25 32 13 00	1. NOT USED.
25 32 14 __	1. (01=Left lift, 02=Right lift) stops short of (cabin/galley) level(s). 2. 25-32-00 Fig. 103 Block 1
25 32 15 __	1. (01=Left lift, 02=Right lift) cage freefalls. 2. 25-32-00 Fig. 108 Block 1
25 32 16 __	1. (01=Left lift, 02=Right lift) cage (travels rough/chatters/jerks). 2. 25-32-00 Fig. 110 Block 1
25 32 17 00	1. NOT USED.
25 32 18 __	1. (01=Left lift, 02=Right lift) starts and stops abruptly at (cabin/galley) level(s). 2. 25-32-00 Fig. 107 Block 1
25 32 19 __	1. (01=Left lift, 02=Right lift) operates at half speed, inoperative with "A" motor selected. 2. 25-32-00 Fig. 104 Block 1
25 32 20 __	1. (01=Left lift, 02=Right lift) operates at half speed, inoperative with "B" motor selected. 2. 25-32-00 Fig. 104 Block 1
25 32 21 __	1. (01=Left lift, 02=Right lift) inoperative, cabin and galley lift position lights on. 2. 25-32-00 Fig. 105 (Sheet 1) Block 3

FAULT CODE INDEX
TABLE 1 (CONTINUED)

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
25 32 22 __	1. (01=Left lift, 02=Right lift) cage descends uncontrolled. 2. 25-32-00 Fig. 108 Block 2
25 32 23 __	1. (01=Left lift, 02=Right lift) reverses direction as (cabin/galley) level is reached. 2. 25-32-00 Fig. 109 Block 4
25 42 01 00	1. Lavatory door latch defective (give lavatory location). 2. 25-42-07, repair or replace slide latch 25-42-08, repair or replace door latch
25 43 01 00	1. Toilet seat defective (give lavatory location). 2. 25-43-00 Fig. 101 Block 1
25 43 02 00	1. Mirror defective (give lavatory location). 2. 25-43-00 Fig. 101 Block 2
25 52 01 __	1. (03=C1, 04=C2, 01=Transverse drive left, 02=Transverse drive right) inoperative; overheat light on. 2. 25-52-00 Fig. 106 Block 3
25 52 02 __	1. (03=C1, 04=C2, 01=Transverse drive left, 02=Transverse drive right) inoperative; overheat light off. 2. 25-52-00 Fig. 106 Block 5

FAULT CODE INDEX
TABLE 1 (CONTINUED)

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
25 52 03 __	1. (03=C1, 04=C2, 05=Longitudinal drive left, self-lifting, 06=Longitudinal drive left, Fixed, 07=Longitudinal drive right, self-lifting, 08=Longitudinal drive right, Fixed) inoperative; overheat light on. 2. 25-52-00 Fig. 106 Block 3
25 52 04 __	1. (03=C1, 04=C2, 05=Longitudinal drive left, self-lifting, 06=Longitudinal drive left, Fixed, 07=Longitudinal drive right, self-lifting, 08=Longitudinal drive right, Fixed) inoperative; overheat light off. 2. 25-52-00 Fig. 106 Block 5
25 52 05 __	1. (03=C1, 04=C4) threshold guides inoperative; overheat light on. Manual operation (OK, not OK). 2. 25-52-00 Fig. 104 Block 5
25 52 06 __	1. (03=C1, 04=C2) theshold guides inoperative; overheat light off. Manual operation (OK, not OK). 2. 25-52-00 Fig. 104 Block 5
25 52 07 __	1. (03=C1, 04=C2) center/entry guides inoperative; overheat light on. Manual operation (OK, not OK). 2. 25-52-00 Fig. 105 Block 8
25 52 08 __	1. (03=C1, 04=C2) center/entry guides inoperative; overheat light off. Manual operation (OK, not OK). 2. 25-52-00 Fig. 105 Block 5

FAULT CODE INDEX
TABLE 1

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
25 52 09 __	1. (03=C1, 04=C2) Transverse guides inoperative; overheat lights on. Manual operation (OK, not OK). 2. 25-52-00 Fig. 105 Block 4
25 52 10 __	1. (03=C1, 04=C2) transverse guides inoperative; overheat light off. Manual operation (OK, not OK). 2. 25-52-00 Fig. 105 Block 1
25 52 11 __	1. (03=C1, 04=C2) cargo system operates only with control power override switch on. 2. 25-52-00 Fig. 103 Block 4
25 52 12 __	1. (03=C1, 04=C2) cargo system inoperative. With control power override switch on, power light still off. 2. 25-52-00 Fig. 103 Block 5

EQUIPMENT AND FURNISHINGS - DESCRIPTION AND OPERATION

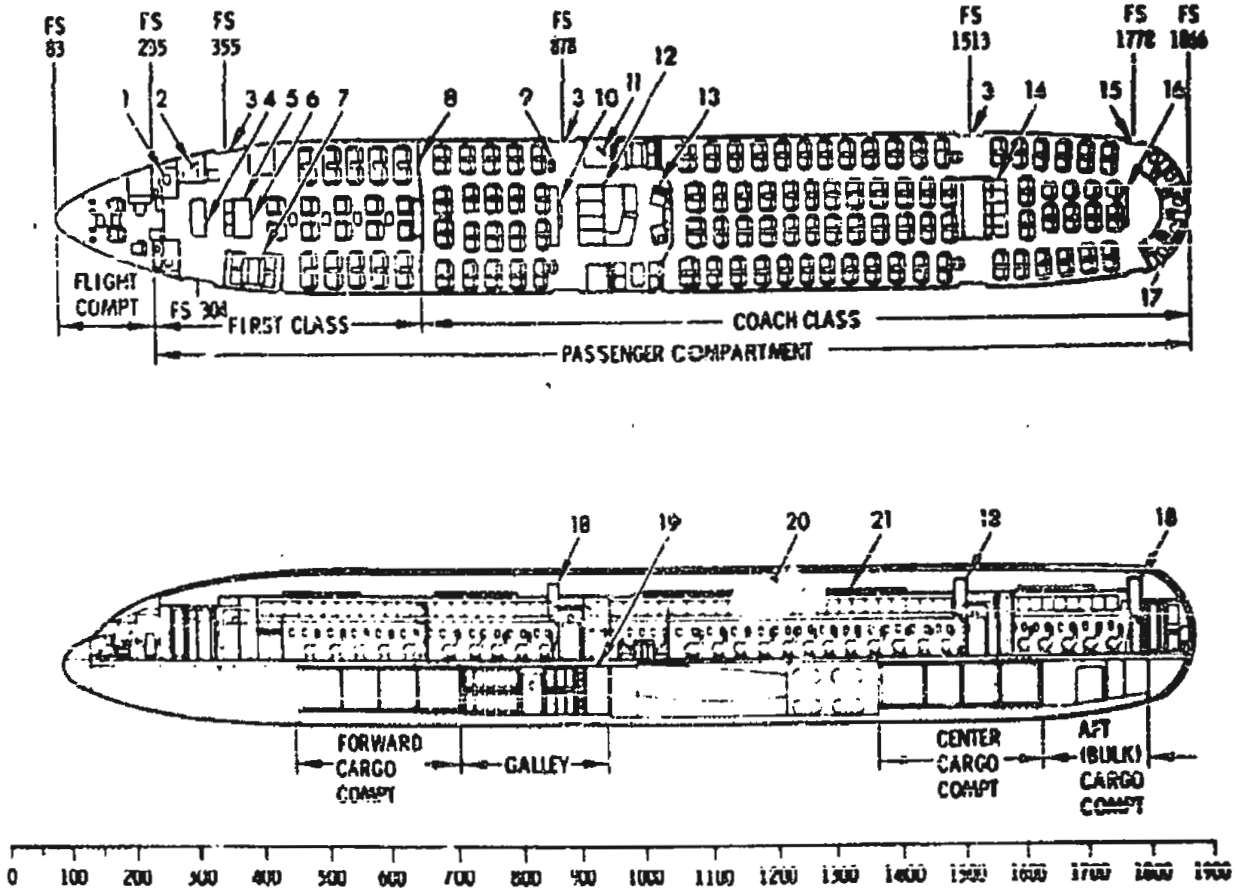
1. General

This chapter pertains to equipment and furnishings in the flight compartment, passenger compartment, buffet/galley, lavatories, cargo and accessory compartments, and emergency equipment (Ref. Fig. 1 and 2).

The air conditioning system, lighting system, doors, oxygen system, electronics equipment, and passenger entertainment are covered in other chapters of the maintenance manual.

The zoning diagram (Ref. Fig. 3) is provided as an aid to locate equipment and furnishings.

CR Cleaning of all curtains and seat covers must be conducted
CR strictly in accordance with cleaning, painting, and standard
CR process manual specifications to assure that fire retardant
CR treatments in these fabrics are not degraded. All curtains and
CR seat covers removed from aircraft must be dry cleaned only by
CR the commercial cleaner with whom TWA has contracted for cleaning
CR of these items.



1 FORWARD LAVATORY (LEFT AND RIGHT)
2 FORWARD COAT CLOSET AND STOWAGE UNIT
3 TYPE A PASSENGER DOOR (6 PLACES)
4 FORWARD BEVERAGE BAR (TWA UNIT 1A)
5 FORWARD SERVICE CENTER (TWA UNIT 1B)
6 PILLOW, BLANKET, MAGAZINE STOWAGE
7 FORWARD LOUNGE
8 MOVABLE CLASS PARTITION
9 ATTENDANT SEAT (8 PLACES)
10 FOOD SERVICE SPECIALIST SEAT (2 PLACES)
11 CARRY-ON LUGGAGE STOWAGE UNIT (3 PLACES)
12 MID SERVICE CENTER (LEFT AND RIGHT) (TWA UNIT 2)
13 MID LOUNGE
14 AFT SERVICE CENTER (TWA UNIT 3A)
15 TYPE I EMERGENCY EXIT (2 PLACES)
16 AFT BEVERAGE BAR (TWA UNIT 3B)
17 AFT LAVATORY (5 PLACES)
18 OVERHEAD COAT STOWAGE MODULE (FWD, MID, AFT)
19 GALLEY LIFT (2 PLACES)
20 OUTBOARD OVERHEAD STOWAGE MODULE (118 PLACES)
21 CEILING LUMINAIRES (5 PLACES)

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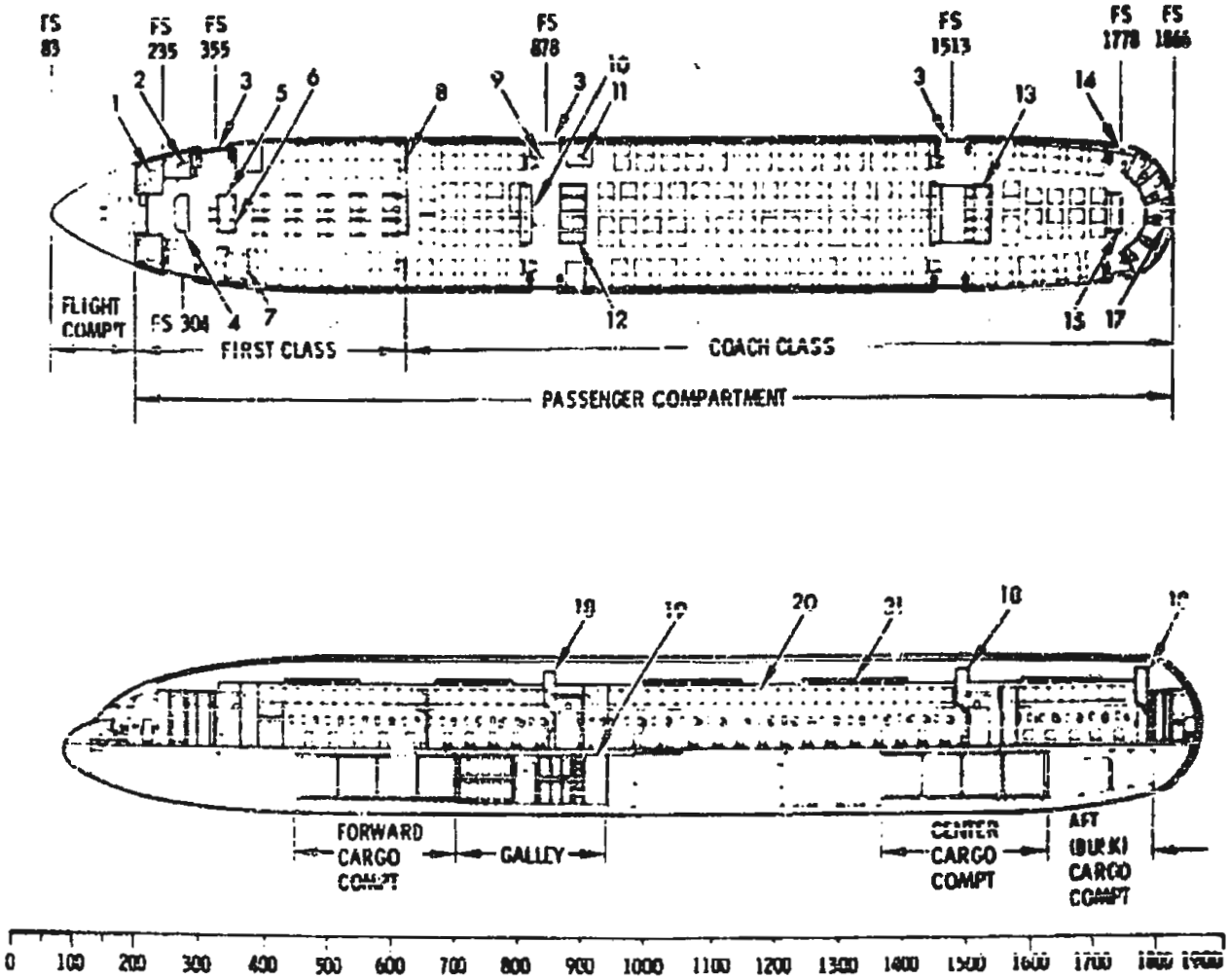
CR
CR
Equipment and Furnishings - General Location
Figure 1 (Sheet 1)

EFFECTIVITY: 001-031



1 FORWARD LAVATORY (LEFT AND RIGHT)
2 FORWARD COAT CLOSET AND STOWAGE UNIT
3 TYPE A PASSENGER DOOR (6 PLACES)
4 FORWARD BEVERAGE BAR
5 FORWARD SERVICE CENTER
6 PILLOW, BLANKET, MAGAZINE STOWAGE
7 FORWARD LOUNGE
8 MOVABLE CLASS PARTITION
9 ATTENDANT SEAT (8 PLACES)
10 FOOD SERVICE SPECIALIST SEAT (2 PLACES)
11 CARRY-ON LUGGAGE STOWAGE UNIT (3 PLACES)
12 MID SERVICE CENTER (LEFT AND RIGHT)
13 AFT SERVICE CENTER
14 TYPE I EMERGENCY EXIT (2 PLACES)
15 AFT BEVERAGE BAR
16 AFT LAVATORY (5 PLACES)
17 OVERHEAD COAT STOWAGE MODULE (FWD, MID, AFT)
18 GALLEY LIFT (2 PLACES)
19 OUTBOARD OVERHEAD STOWAGE MODULE (110 PLACES)
20 CEILING LUMINAIRES (51 PLACES)

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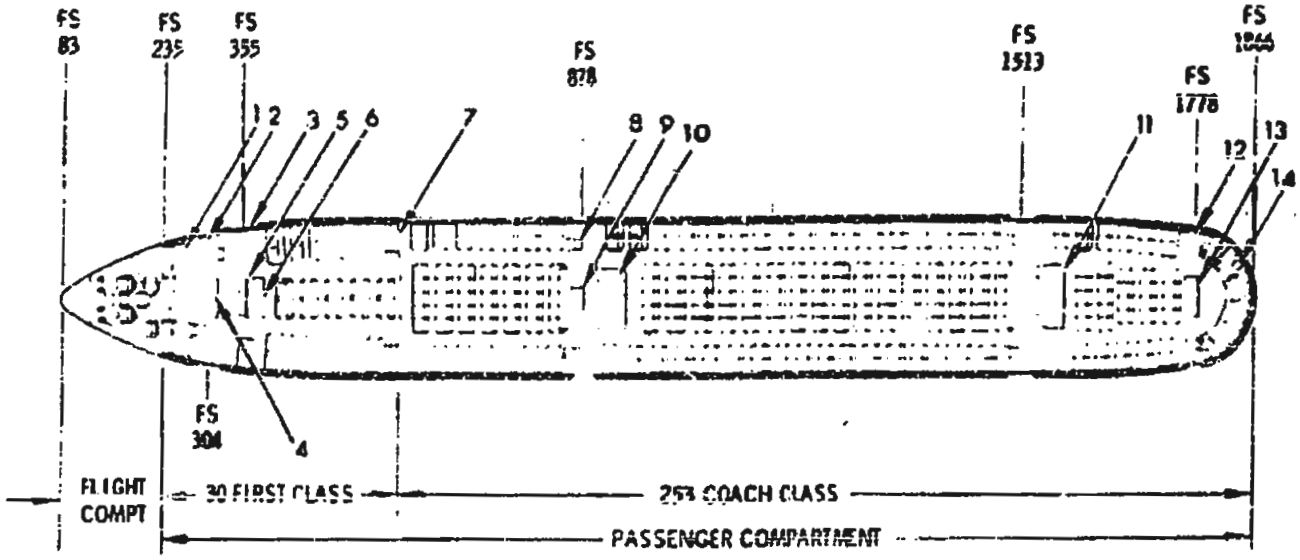
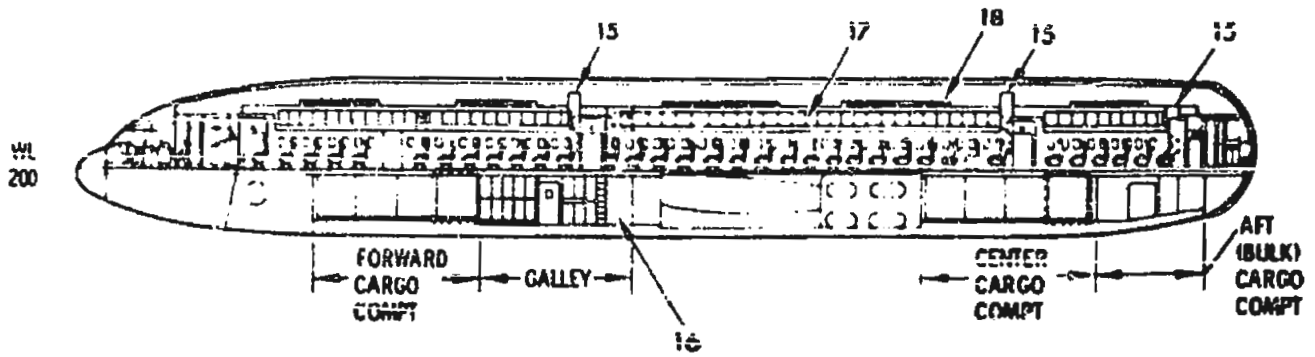
Equipment and Furnishings - General Location
Figure 1 (Sheet 2)

R





1 FORWARD LAVATORY (LEFT AND RIGHT)
2 FORWARD COAT CLOSET AND STOWAGE UNIT
3 TYPE A PASSENGER DOOR (6 PLACES)
4 FORWARD BEVERAGE BAR
5 FORWARD SERVICE CENTER
6 PILLOW, BLANKET, MAGAZINE STOWAGE
7 MOVABLE CLASS PARTITION
8 ATTENDANT SEAT (8 PLACES)
9 FOOD SERVICE SPECIALIST SEAT (2 PLACES)
10 MID SERVICE CENTER (LEFT AND RIGHT)
11 AFT SERVICE CENTER
12 TYPE 1 EMERGENCY EXIT (2 PLACES)
13 AFT BEVERAGE BAR
14 AFT LAVATORY (5 PLACES)
15 OVERHEAD COAT STOWAGE MODULE (FWD, MID, AFT)
16 GALLEY LIFT (2 PLACES)
17 OUTBOARD OVERHEAD STOWAGE MODULE (118 PLACES)
18 CEILING LUMINAIRES (51 PLACES)

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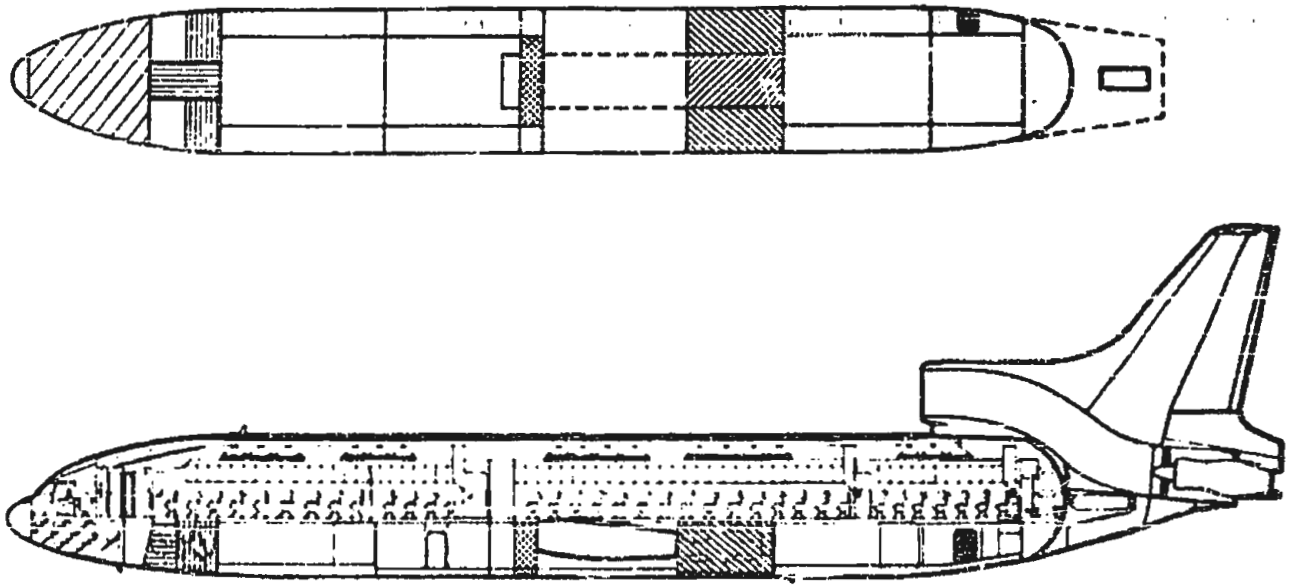
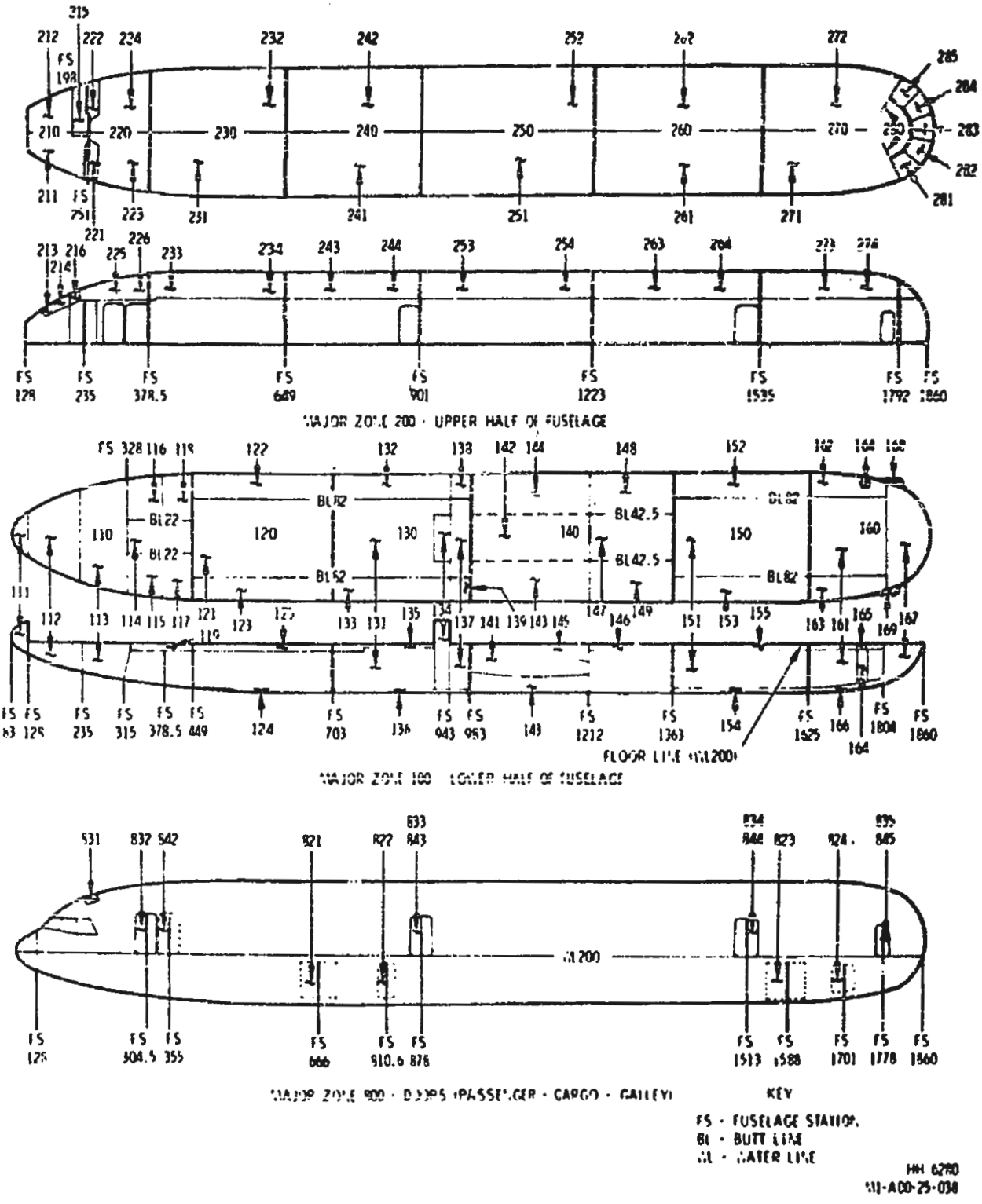
Equipment and Furnishings - General Location
Figure 1


CODE
AVIONICS SERVICE CENTER, FWD
ENVIRONMENTAL CONTROL SYSTEM (ECS) COMPARTMENT, LEFT AND RIGHT
NOSE LANDING GEAR WHEELWELL
MID ELECTRICAL SERVICE CENTER COMPARTMENT
MAIN LANDING GEAR WHEELWELL, LEFT AND RIGHT
HYDRAULIC SERVICE CENTER COMPARTMENT
AVIONICS SERVICE CENTER, AFT
AUXILIARY POWER UNIT (APU) COMPARTMENT

AU-A00-25-205

Underfloor Accessory Compartments
Figure 2


MAJOR ZONE 200 - UPPER HALF OF FUSELAGE
MAJOR ZONE 100 - LOWER HALF OF FUSELAGE
MAJOR ZONE 900 - DOORS (PASSENGER - CARGO - GALLEY)
KEY
FS - FUSELAGE STATION
BL - BUTT LINE
WL - WATER LINE
HH 6280
111-A00-25-038

Zoning Diagram - Equipment and Furnishings
Figure 3

CR

EQUIPMENT AND FURNISHINGS - MAINTENANCE PRACTICES

CR 1. General

CR A. Seat Belt/Harness - Wear Limits

CR Textile components are to be checked for damaged stitching, CR injurious marks, broken fabric threads, chafe marks, and CR fusings. Slight wear and roughening of the webbing caused CR by the jamming action of the buckle may be ignored. Cut or CR worn edges, however, make the strap unserviceable, when the CR depth of the cuts or abrasions exceeds 0.12 in. (3mm).

FLIGHT COMPARTMENT - DESCRIPTION AND OPERATION

1. General

R The flight compartment is located in zone 210. Accommodation is
R provided for three crew members (Pilot, First Officer, and
R Flight Engineer/Second Officer), and two observers. The flight
R compartment is made up of the following major catagories (Ref.
R Fig. 1 and 2):

Flight compartment seats

R Miscellaneous flight compartment equipment and furnishing

Flight compartment trim and insulation

Flight compartment loose equipment

A. Flight Compartment Seats

The Captain, First Officers and Flight Engineer/Second Officers seats are power-adjustable. Manual override mechanical adjustment is provided. The Flight Engineer/Second Officers seat is track mounted.

The flight crew restraint system is equipped with inertia reels provided with manual lock for shoulder harness.

Observer seats are nonadjustable with retractable seat belts and nonretractable shoulder harness.

R B. Miscellaneous Flight Compartment Equipment and Furnishing

Floor covering consists of rigid plastic/fabric laminate panels.

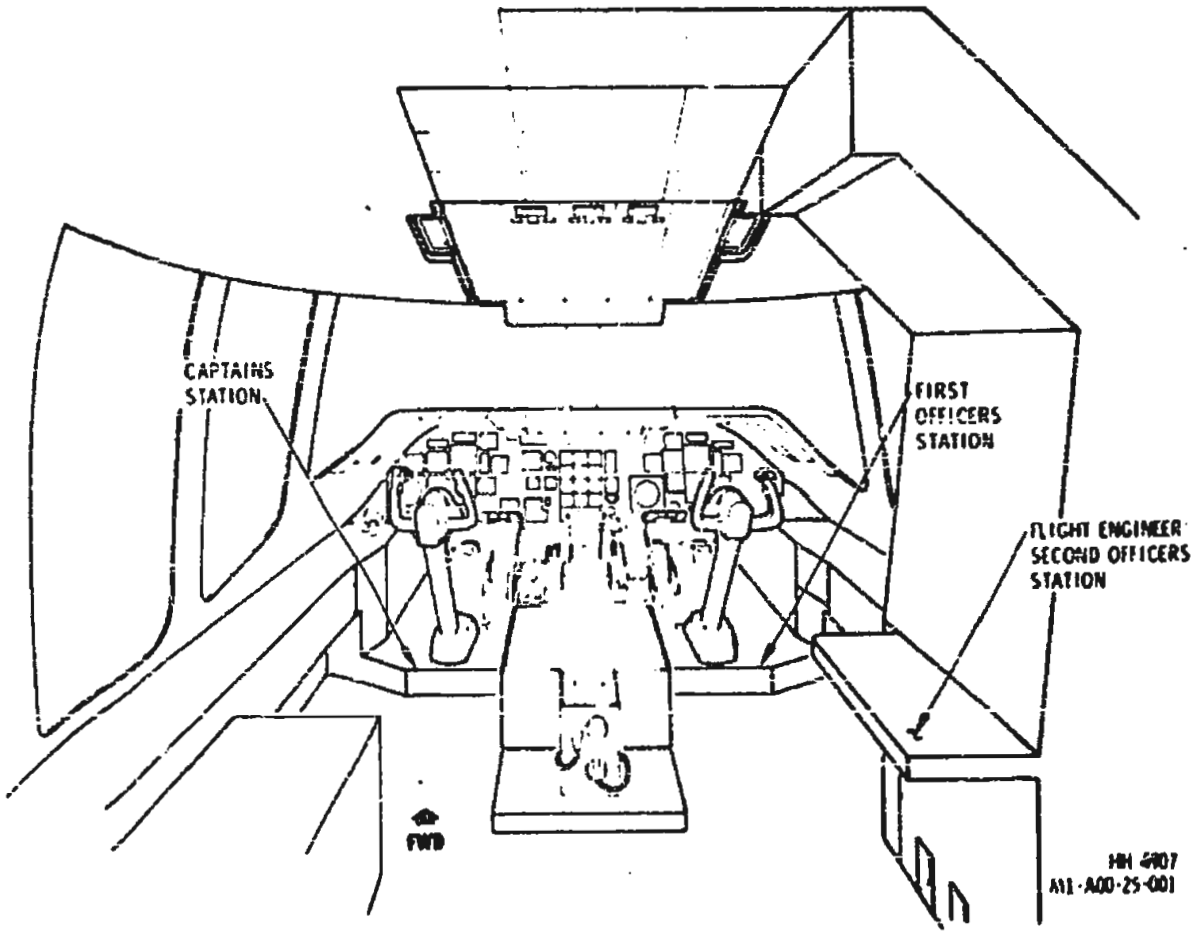
A retainer strap is provided for the flight kits.

A sun visor is provided for each pilot.

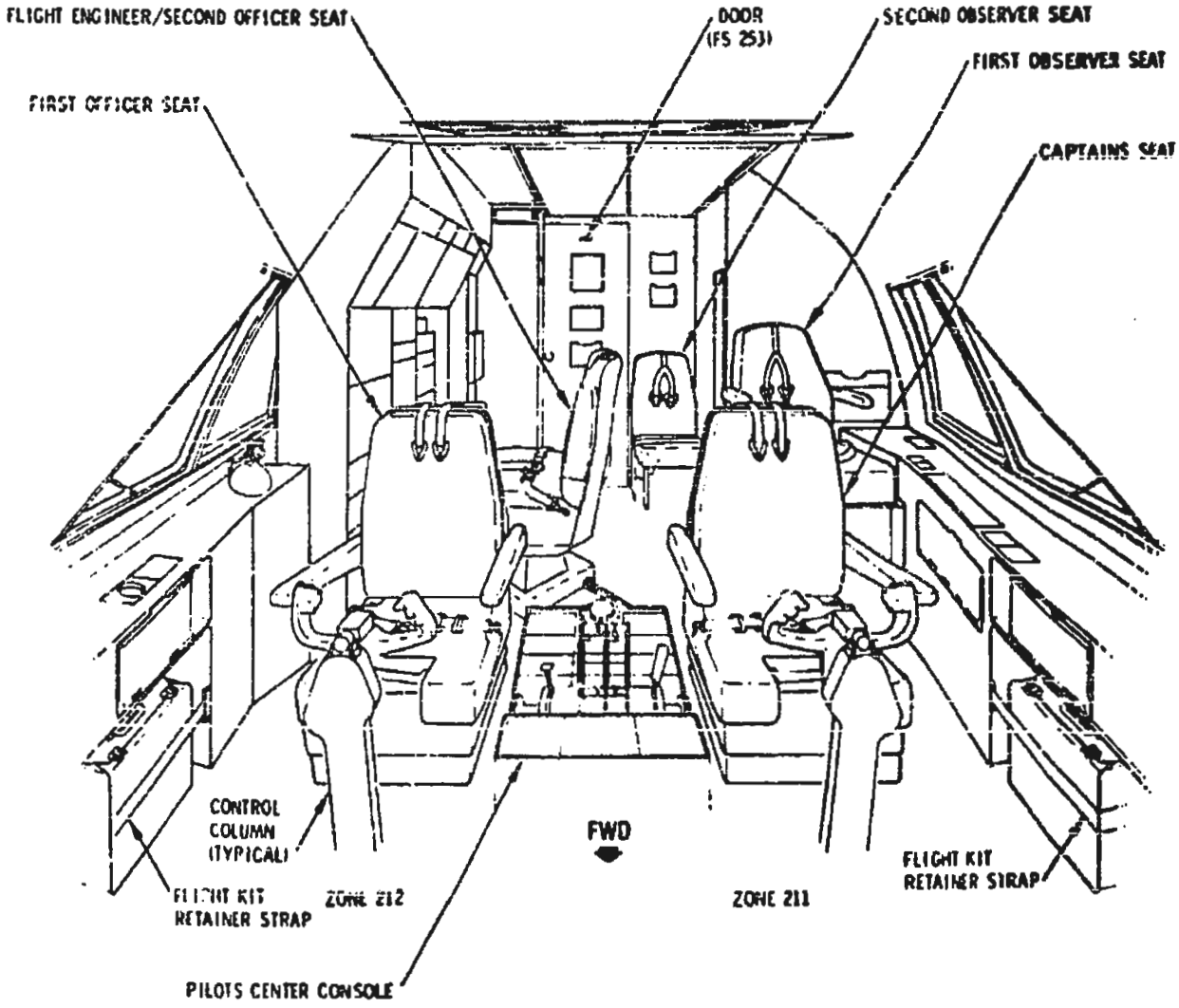
Ash trays and cup holders are located near each seat.

R A shatterproof mirror is mounted on the flight compartment side of the flight compartment door.

An illuminated eye locator is provided for pilot seat adjustment, and is located below the magnetic standby compass at the windshields.



Flight Compartment - Forward View
Figure 1



HH 6248
M1-A00-25-022

Flight Compartment - Aft View
Figure 2

Assist handles are provided as an aid to the pilots when entering or leaving the seats. These handles are located above each pilots station.

Spare lamp, headset, and chart holders are located throughout the compartment.

Stowage space is provided for the flight operation manual, oxygen masks, coats, hats, luggage, and flight data.

Electrical service outlets (115V ac) are provided in the flight compartment.

C. Flight Compartment Trim and Insulation

R The flight compartment is insulated with fire-resistant fiber glass batting sections. The sections also serve as sound-retardants.

A decorative cover of Tedlar is bonded to the partitions. The cover is washable, fire-resistant, and durable.

Coving is used in corners.

Preformed fiber glass drip shields are installed above the center overhead and eyebrow instrument panels.

FLIGHT COMPARTMENT SEATS - DESCRIPTION AND OPERATION

1. General

R Flight compartment seats (Ref. Fig. 1) are provided for the
R Captain, First Officer, Flight Engineer/Second Officer, and two
R observers. Each seat is equipped with a restraint system.

2. Captains Seat

A. Description

The Captains seat (Ref. Fig. 2) is constructed of aluminum alloy. The seat bottom and back cushions are made of varied densities of foam covered with fire-resistant upholstery. Arm rests are foam-padded and covered with naugahyde. The seat weighs 60 pounds and is secured to the floor by four bolts.

R The seat has vertical and longitudinal-lateral electrical
R power adjustment. Manual adjustment is provided in the
R event of electrical power loss. Other adjustments include back recline, lumbar, arm rest, and cushioned thigh support.

Manual adjustment levers are coded with engraved letters and raised lines and position oriented for immediate identification. Smoke goggles and life vests are stored in a compartment in the back of the seat.

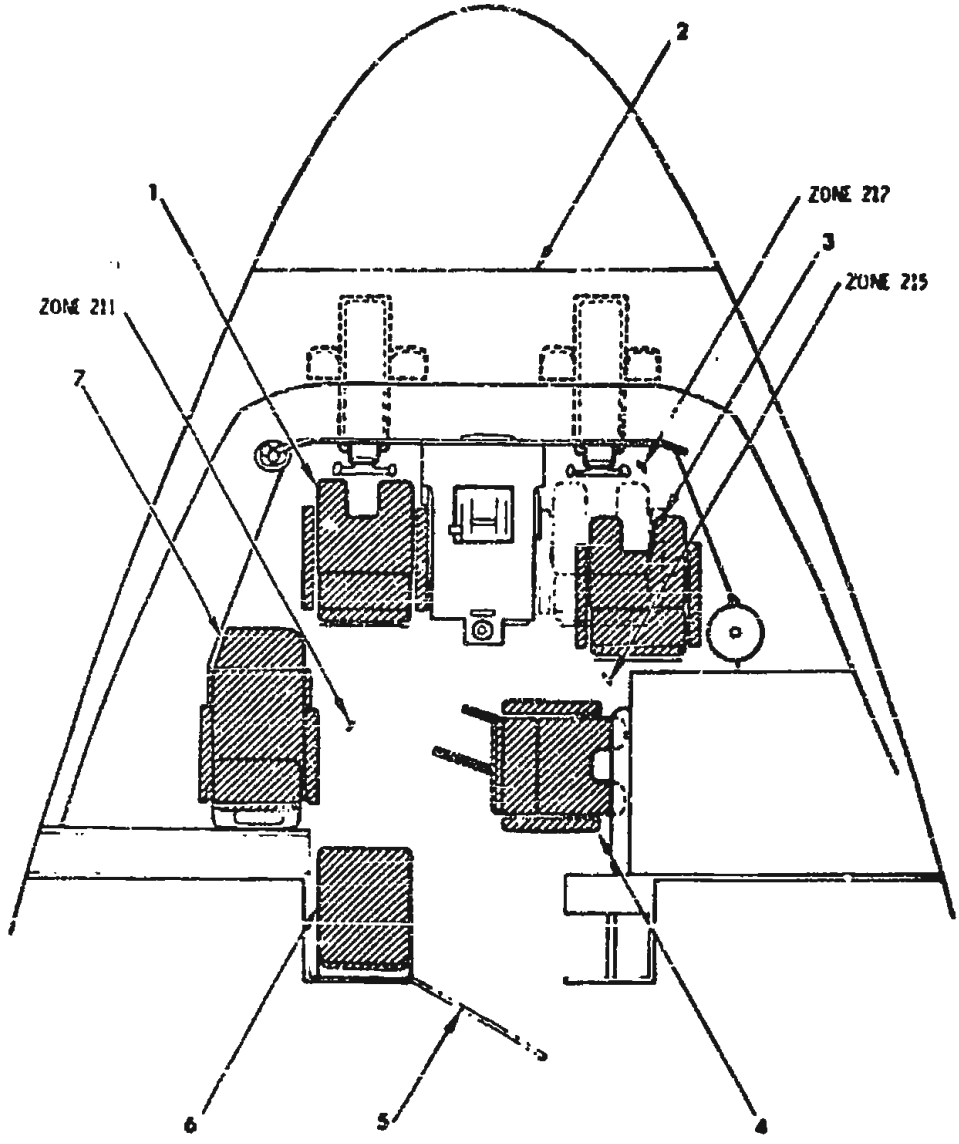
B. Operation

R Electrical power control for seat adjustment is a two-part action. The pushbutton switch and the four-throw, normally closed toggle switch must be actuated simultaneously to obtain vertical and longitudinal-lateral power adjustment.

(1) Vertical Adjustment

R Vertical adjustment is seven inches. Electrical power
R actuation mechanism includes a 115V ac, 400-Hz motor
(Ref. Fig. 3) and a gear box, both mounted in the seat
R pedestal. The rate of vertical travel using electrical power is one inch per second. Manual adjustment is aided by a compression spring inside the vertical shaft.

(2) Longitudinal-Lateral Adjustment



1 CAPTAINS SEAT
2 FWD PRESSURE BULKHEAD (REF.)
3 FIRST OFFICERS SEAT (IN ACCESS POSITION)
4 FLIGHT SECOND OFFICERS SEAT (WITH TRACKS)
5 FLIGHT STATION ENTRY DOOR (REF.)
6 SECOND OBSERVERS SEAT
7 FIRST OBSERVERS SEAT

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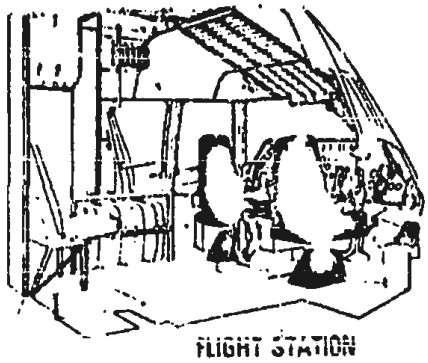
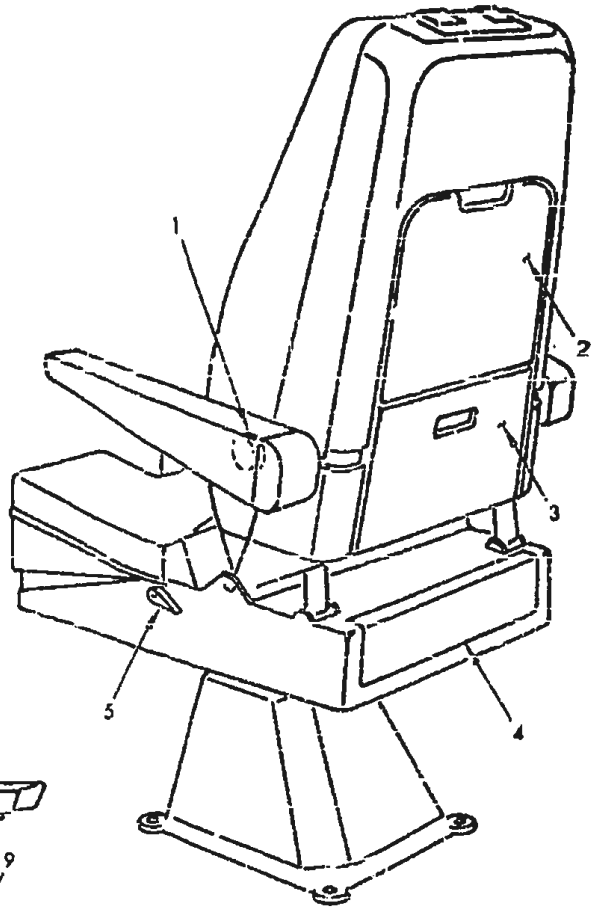
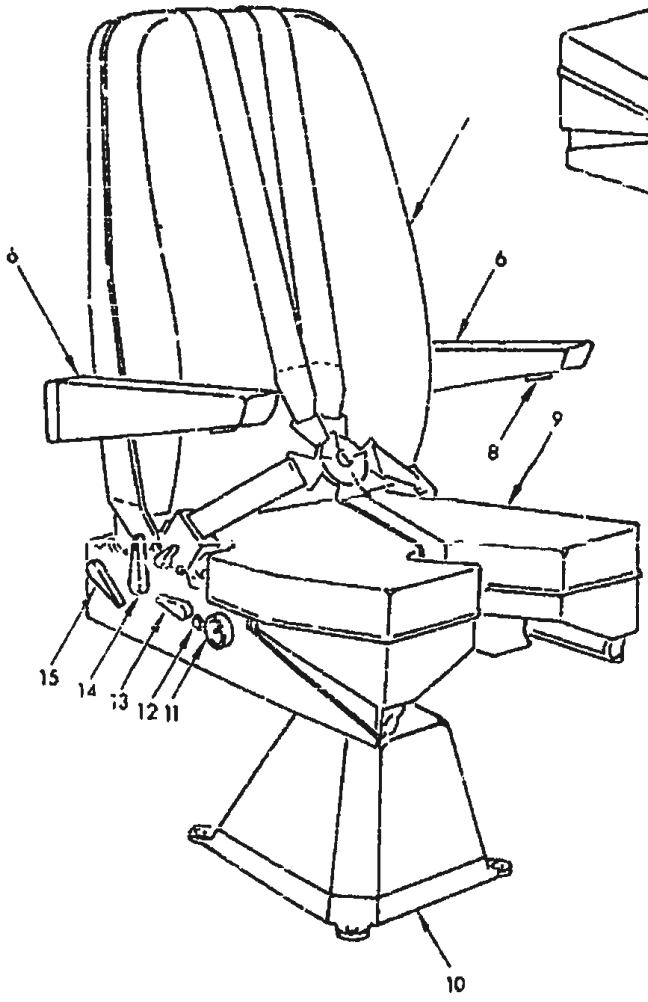
Flight Compartment Seats - Plan View
Figure 1







1 LUMBAR ADJUSTMENT LEVER
2 LIFE VEST STORAGE (2)
3 SMOKE GOGGLE STORAGE
4 WASTE BAG HOLDER
5 THIGH ADJUSTMENT LEVER
6 ARM REST
7 SEAT BACK CUSHION
8 ARM REST ADJUSTMENT LEVER
9 SEAT BOTTOM CUSHION
10 SEAT PEDESTAL
11 TOGGLE SWITCH
12 PUSH BUTTON SWITCH
13 VERTICAL ADJUSTMENT LEVER
14 LONGITUDINAL LATERAL ADJUSTMENT LEVER (MANUAL)
15 BACK RECLINE ADJUSTMENT LEVER

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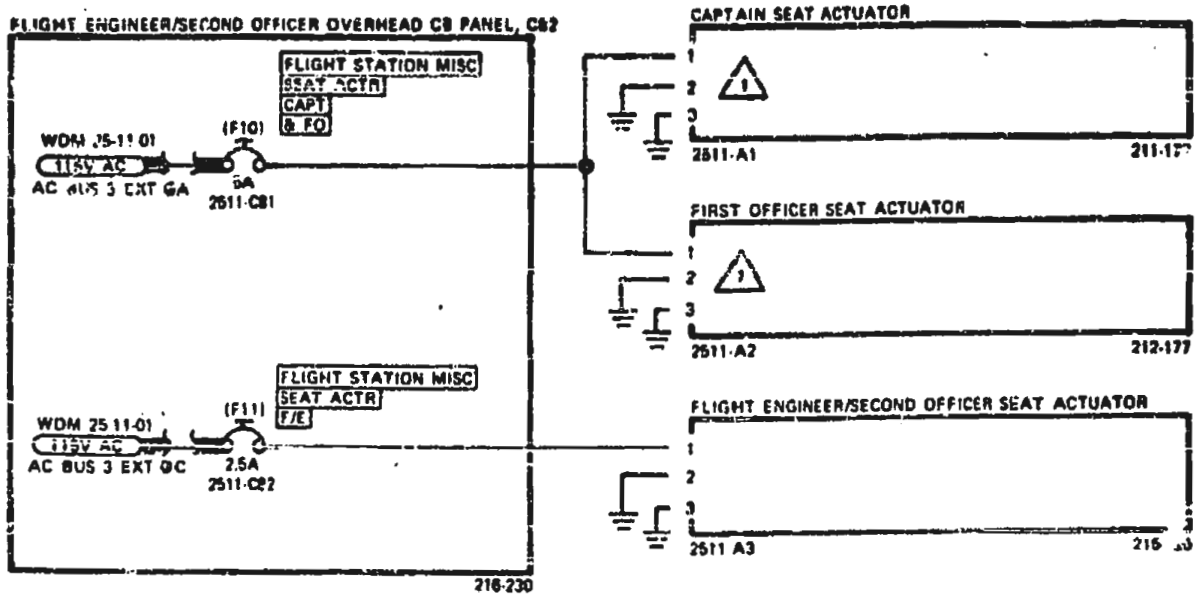
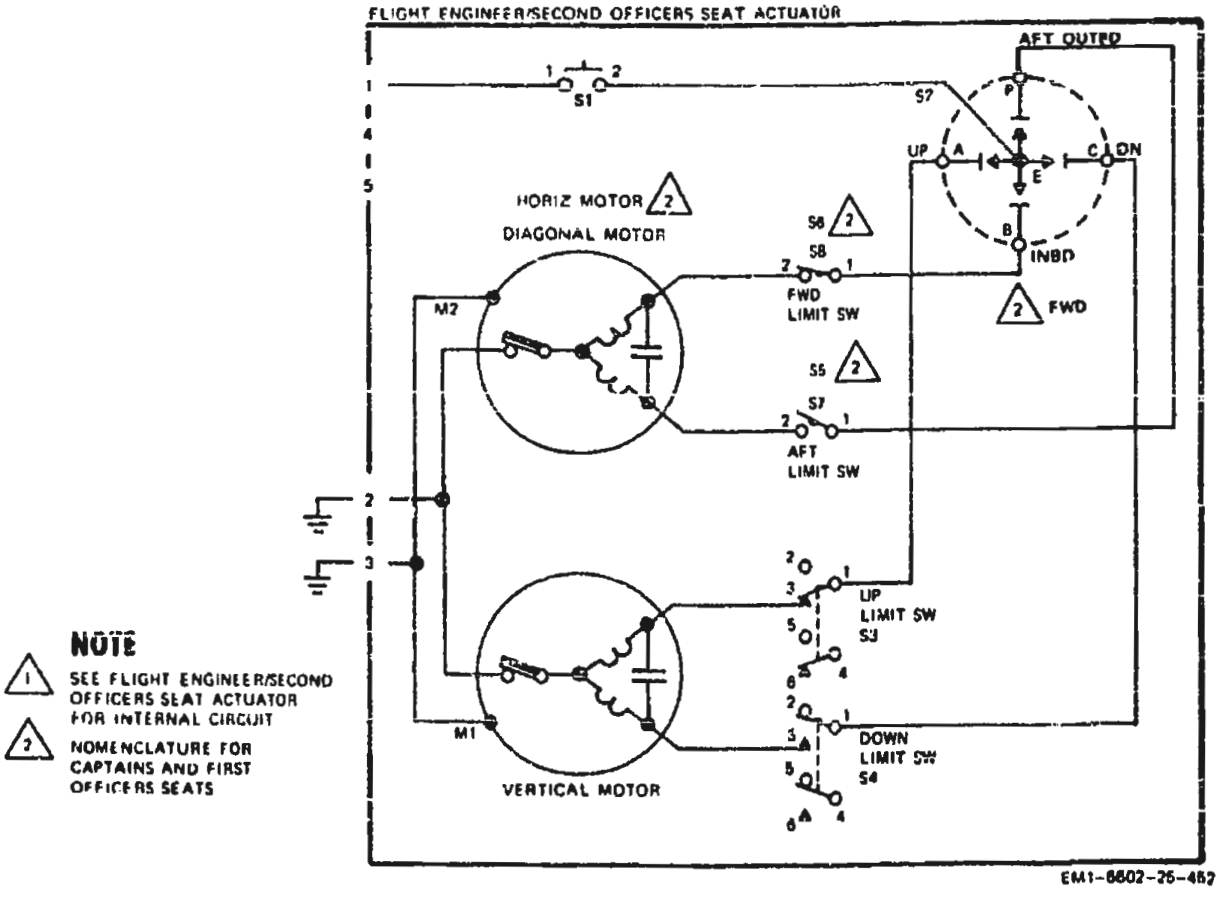
CR Captains Seat Assembly
CR Figure 2





R Captain, First Officer, and Flight Engineer/Second Officer Seat
R Actuation System Electrical Schematics
R Figure 3

Longitudinal adjustment is seven inches. A J-track, mounted to the underside of the seat bucket, provides five inches of lateral movement at extreme aft travel. Two inches of aft travel are added by this movement.

Lateral travel provides greater clearance between the seat and the center console.

R The electrical power mechanism consists of a 115V ac, 400 Hz motor, a gearbox, and a brake. The rate of longitudinal-lateral travel is two inches per second.

Manual adjustment is aided by a mechanical disconnect which eliminates gear backdrive.

(3) Recline Adjustment

Maximum recline adjustment is 15 degrees from a seat pitch of 10 degrees. Recline is manually controlled and in 3-degree steps. The control lever is located on the aft inboard side of the seat bucket.

(4) Thigh Adjustment

The thigh adjustment lever is located outboard near the forward end of the seat bucket. The adjustment limit is seven degrees from true horizontal.

(5) Arm Rest Adjustment

Arm rest adjustments are in 3 degree steps to a maximum of 12 degrees up and 3 degrees down from true horizontal. The adjustment control is forward and under the arm rests. The arm rests can be raised to a vertical position. The inboard arm rest can be swiveled and stowed aft of the seat.

(6) Lumbar Support Adjustment

The lumbar support is adjusted as follows:

R R R (a) Manually depress valve at lower right side of seat back cushion and apply force on lumbar bag assembly.

R R (b) Release valve and lumbar bag will remain in desired position.

R R (c) To inflate lumbar bag, depress valve with no force on bag (bag is spring loaded).

(7) Index Indicator

The indicator is mounted on the lower inboard side of the seat bucket. The indicator is an index scale with two moving index tabs.

R The Captain observes the position of the two tabs
R (vertical and longitudinal locations) on the index scales, as seat adjustments are made relative to the eye locator (Ref. 25-12-00). Return to the eye position is achieved by adjusting the seat so the index tabs are at the previously observed position on the scales.

3. First_Officers_Seat

A. Description

The First Officers seat is identical to the Captains seat with the following exceptions:

Adjustment controls are on opposite sides.

The J-track turns outboard on the right side.

4. Flight_Engineer/Second_Officers_Seat_with_Tracks_(Powered)

A. Description

The Flight Engineer/Second Officers seat (Ref. Fig. 4) is constructed of aluminum alloy. The seat bottom and back cushions are made of varied densities of foam covered with fire-resistant upholstery. The seat is electrically powered in two directions. Arm rests are foam padded and covered with naugahyde. The seat weighs approximately 57.2 pounds.

The following adjustments and movements are built into the seat:

Vertical

Diagonal Travel (tracks)

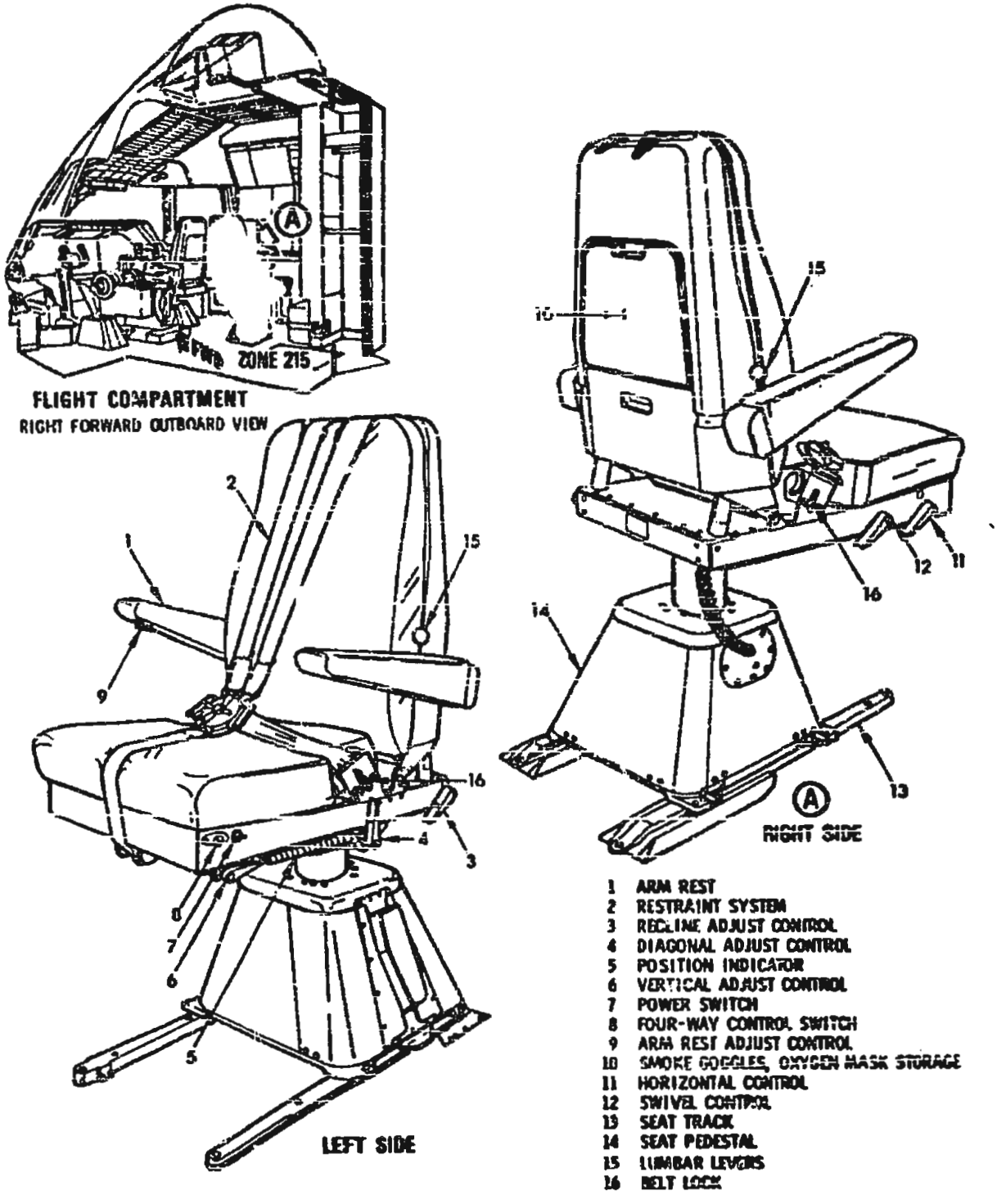
Swivel

Horizontal

Recline

Arm Rest

Lumbar Support



R Flight Engineer/Second Officers Powered Seat with Tracks
R Figure 4

The seat is mounted on two parallel tracks 14 inches apart. The tracks run diagonally from the Flight Engineer/Second Officers station to a position directly behind the center console. The forward track is secured to the floor by five bolts. The aft track is secured by six bolts.

The seat incorporates an inertia reel, allowing the seat occupant to lean forward while wearing a shoulder harness. A fast forward movement (or unwinding of the inertia reel) will automatically prevent the reel from rotating, thus preventing the seat occupant from leaning forward.

The seat is equipped with a position indicator on the left side. The indicator depicts seat occupant vertical and horizontal position of the seat in relation to its limits of movement.

B. Operation

The seat has vertical and horizontal electrical power adjustment. Manual adjustment is provided in the event of electrical power loss. Manual adjustment levers are coded with raised letters and raised lines for immediate identification. Electrical power control for seat adjustment is a two-part action. The pushbutton switch and the four-throw, normally closed toggle switch must be actuated simultaneously to obtain vertical and horizontal power adjustment.

(1) Vertical Adjustment

Vertical adjustment is six inches. Power actuation mechanism includes a 115V ac, 400-Hz motor (Ref. Fig. 3) on a gear box, both mounted in the seat pedestal. The rate of vertical travel using power is one inch per second. Manual adjustment is aided by a compression spring inside the vertical shaft.

(a) To adjust vertical position of seat electrically, proceed as follows:

Hold four-way control switch (S2) in desired direction of travel (up/down) and press power switch (S1).

Release power switch when desired position is achieved.

Release four-way control switch.

(b) To adjust vertical position of seat manually, proceed as follows:

Pull up on vertical adjustment control handle (V) on left side of seat.

Relieve pressure on seat bottom in up direction or apply pressure in down direction to adjust seat to desired position.

Release control handle when desired height is achieved.

(2) Diagonal Travel (Tracks)

The seat pedestal is attached to the tracks by two grippers and a flanged roller. Four adjustable spring-loaded cam followers take up all loose play. Seat movement and position along the track is provided by a pinion and a 12-inch rack attached inside on the forward track. The locking positions along the track are infinite. Diagonal track travel is 10.59 inches.

Roller bearings are mounted underneath on both sides of the seat pedestal. These bearings ride on the tracks to provide smooth diagonal seat movement. There are two bearings on the aft side and two on the forward side.

CR
CR A guide bar assembly attached to the chair base inboard of seat track takes up side play of seat.

(a) To adjust seat position along diagonal floor tracks electrically, proceed as follows:

Hold four-way control switch (S2) in desired direction of travel (fore/aft) and press power switch (S1).

Release power switch when desired position is achieved.

Release four-way control switch.

(b) To adjust seat position along diagonal floor tracks manually, proceed as follows (Manual adjustment is aided by a mechanical disconnect which eliminates gear backlash):

Push back on diagonal travel adjustment control handle (D) on left side of seat.

Apply pressure in direction of position desired.

Release control handle when desired position is achieved.

(3) Swivel

The seat swivels 210 degrees from a position facing directly inboard (which shall be zero degrees at nine o'clock). The seat locks at 0, 90, 135, 180 (facing outboard), and 210 degrees.

The swivel control lever is located forward on the right side of the seat bucket.

(a) To swivel seat, proceed as follows:

Pull up on swivel adjustment control handle (S) on right side of seat.

Apply pressure in left or right direction to position desired.

Release control handle when desired position is achieved.

(4) Horizontal Adjustment

C (a) Deleted

R (a) To manually adjust forward and aft positions, proceed as follows:

Pull up on horizontal adjustment control handle (H) on right side of seat.

Apply pressure in forward or aft direction as required.

Release control handle when desired position is achieved.

(5) Recline Adjustment

Maximum recline is 15 degrees from a seat pitch of 10 degrees. Adjustment is graduated in three-degree steps.

The recline control lever is located aft on the left side of the seat bucket.

(a) To adjust seat back recline, proceed as follows:

Pull up on recline adjustment control handle (R) on left side of seat.

Apply slight pressure to seat back to recline seat back or release occupant back pressure to allow seat back to move upright.

Release control handle when desired position is achieved.

(6) Arm Rest Adjustment

Maximum arm rest adjustments are 12 degrees up and 3 degrees down from true horizontal. Adjustments are graduated in three-degree steps.

The arm rests can be raised to a vertical position. The left arm rest can be swiveled and stowed aft of the seat. The adjustment control is forward and under the arm rest.

(7) Lumbar Support Adjustment

Lumbar support is adjusted as follows:

(a) Manually depress valve at lower right side of seat back cushion and apply force on lumbar bag assembly.

(b) Release valve and lumbar bag will remain in desired position.

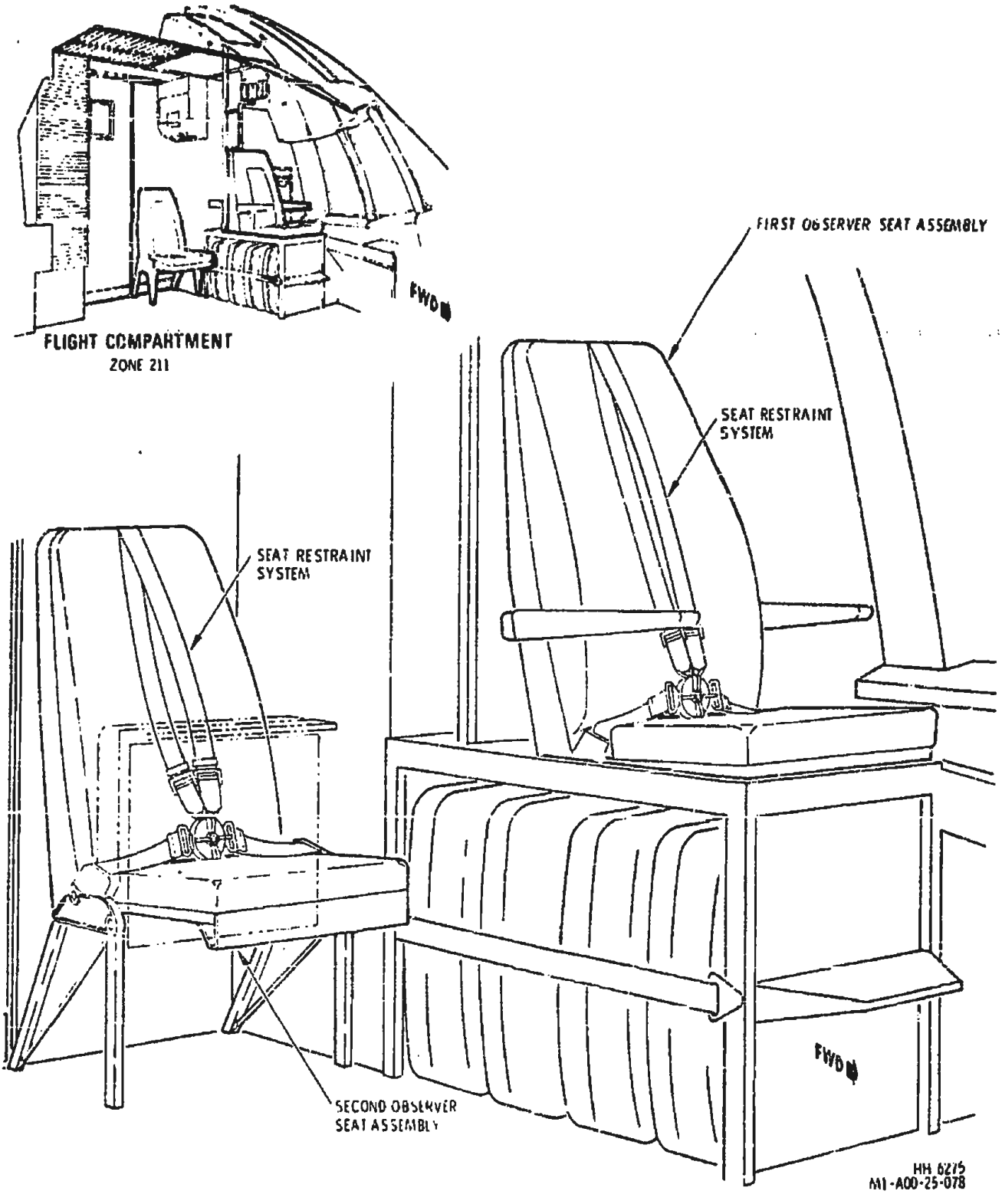
(c) To inflate lumbar bag, depress valve with no force on bag (bag is spring loaded).

5. First Observers Seat

A. Description

The First Observer seat (Ref. Fig. 5) is constructed of aluminum alloy. The seat bottom and back cushions are made of varied densities of foam covered with durable fire-resistant upholstery. Arm rests are foam padded and covered with naugahyde. The seat weighs approximately 17.7 pounds.

The seat is secured to the top of the left luggage compartment (Ref. 25-12-25) by four bolts.



Observer Seats
Figure 5

The seat has no adjustments. The arm rests can be stowed in a vertical position. A foot rest is attached to the forward end of the luggage compartment by two bolts.

6. Second Observer Seat

A. Description

The Second Observers seat (Ref. Fig. 5) is constructed of aluminum alloy. The bottom and back cushions of the seat are made of varied densities of foam covered with durable fire-resistant upholstery. The seat weighs approximately 17 pounds.

Each leg of the seat is secured to the floor by a bolt. The seat bottom pivots to a vertical stowed position when not in use. This seat has no arm rests or adjustments.

7. Observer Seat Restraint System

A. Description

A restraint system (Ref. Fig. 5) is attached to the First and Second Observers seats. The restraint system consists of a shoulder harness and a seat belt with a rotary buckle.

Straps are made of nylon webbing. Belt retractors are made of aluminum alloy, teflon spools, and stainless steel coil springs. The rotary buckle and end fittings are made of aluminum alloy.

B. Operation

(1) Shoulder Harness

The shoulder harness is an inverted Y. The single end is secured to a fitting at the top aft side of the seat. Fittings are secured to the two ends of the harness. The fittings snap into the rotary buckle.

(2) Seat Belt with Rotary Buckle

Retractors are bolted to each aft side of the seat bucket. The seat belts are secured to the retractors. End fittings are secured to the seat belts. The rotary buckle is attached to the outboard belt. The rotary buckle controls release of all end fittings.

8. Flight Compartment Seat Restraint System

A. Description

A seat restraint system (Ref. Fig. 6) is attached to the Captains, First Officers, and Flight Engineer/Second Officers seats.

The restraint system consists of a shoulder harness with inertia reels, a seat belt with rotary buckle, and a crotch strap.

The restraint system straps are made of nylon webbing. The inertia reels and strap retractors are made of aluminum alloy, teflon spools, and stainless steel coil springs. The rotary buckle and end fittings are made of aluminum alloy.

B. Operation

(1) Shoulder Harness with Inertia Reels

Two inertia reels are bolted to the top aft side of the seat back. The harness is secured to the inertia reels. Fittings are secured to the harness ends. Each end fitting snaps into the rotary buckle.

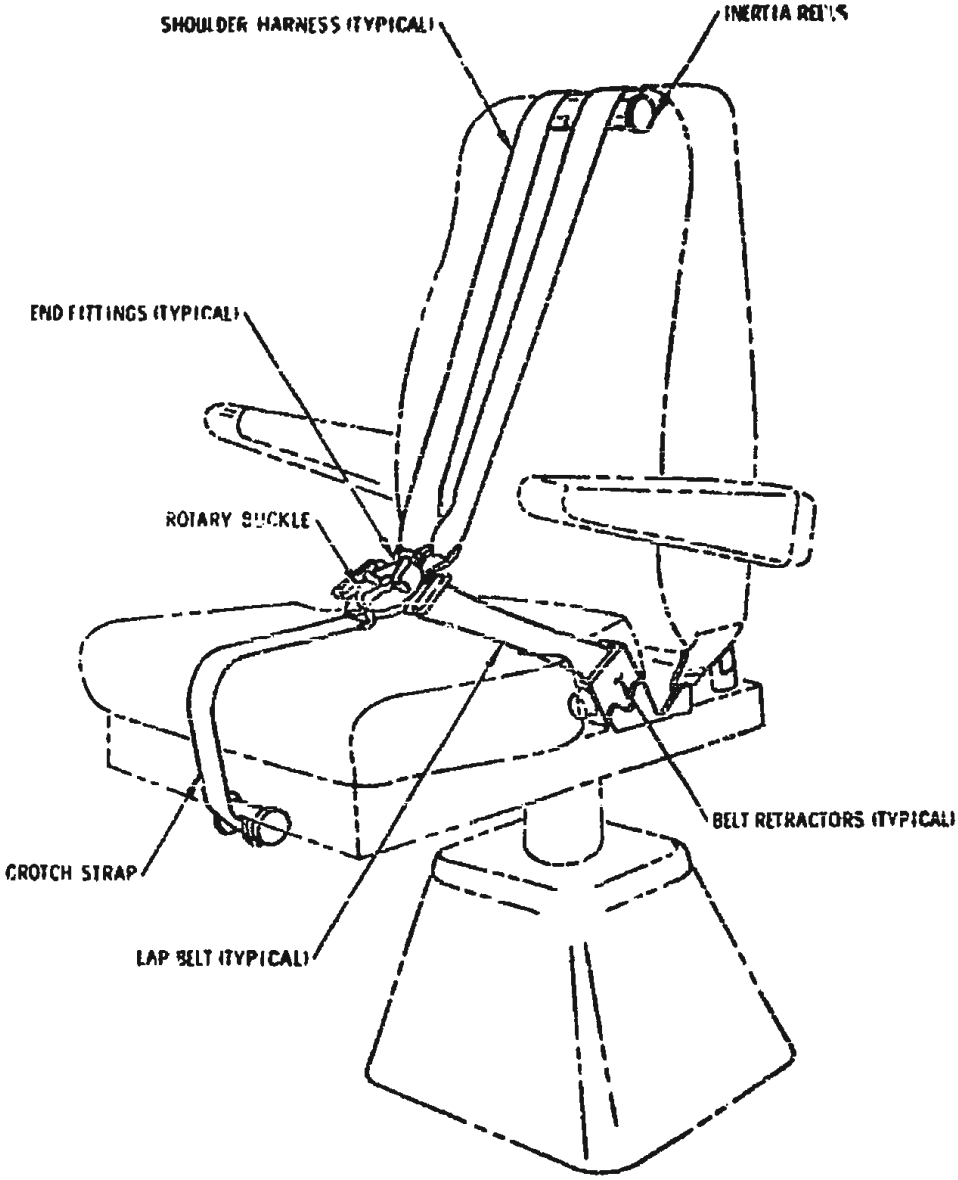
The inertia reels lock automatically if a forward force greater than 1.5g is exerted against the shoulder harness.

(2) Seat Belt with Rotary Buckle

Retractors are bolted to each aft side of the seat bucket. The seat belts are secured to the retractors. End fittings are secured to the seat belts. The rotary
C buckle controls release of all end fittings. The
C rotary buckle is attached to the outboard belt on the
C Pilot and F/O seats and to the left belts on the Flight
C Engineer/Second Officers seat.

(3) Crotch Strap

A retractor is bolted to the forward underside of the seat bucket. One end of the crotch strap is secured to the retractor. The strap has a fitting at the opposite end.



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Captains, First Officer, and Flight Engineer/Second Officer
Seat Restraint System
Figure 6

FLIGHT COMPARTMENT SEATS - FAULT ISOLATION

1. General

The diagrams and schematics in this section can be used for fault isolation any time a fault is reported or suspected. The PREREQUISITES listed at the top of each fault isolation diagram must be satisfied prior to starting fault isolation. Uncommon abbreviations are defined on the using fault code diagram or schematic.

If the flight crew reports a trouble using a fault code number, the code number can be found in the Fault Isolation Reference Table in the Chapter 25 Fault Code Index. The index specifies the exact maintenance manual section, fault isolation diagram, and block number on the diagram where the fault isolation procedure should start. Schematics are included at the end of the section to supplement the fault code diagrams or as an aid in isolating a problem not covered on the diagrams.

Refer to the Maintenance Manual Introduction for a more detailed discussion of the Fault Isolation Reporting Method (FIRM) and use of fault isolation diagrams/schematics.

2. Fault Isolation/Identification

Table 101 lists the fault isolation diagrams and schematics in this section.

TABLE 101

FIGURE	TITLE
101	Component Location Index
102	Component Locator Diagram
103	Flight Compartment Seats Abnormal Operation

COMPONENT	QTY	AREA/ACCESS	REFERENCE
CIRCUIT BREAKERS: FLIGHT STATION MISC – SEAT ACTR, CAPT & F/O	1	FE/SO OVHD CB2 PNL (F10)/210	*
SEAT – CAPTAINS	1	FLT COMPT	25-11-01
SEAT – FIRST OFFICER SEAT	1	FLT COMPT	25-11-02
SEAT – FE/SO	1	FLT COMPT	25-11-03
SEAT – FIRST OBSERVER SEAT	1	FLT COMPT	25-11-04
SEAT – SECOND OBSERVER SEAT	1	FLT COMPT	25-11-05
SEAT BELTS – FLIGHT CREW	3	FLT COMPT	25-11-08
SEAT BELTS – OVSERVERS	2	FLT COMPT	25-11-06

*SEE WH EQUIPMENT LIST

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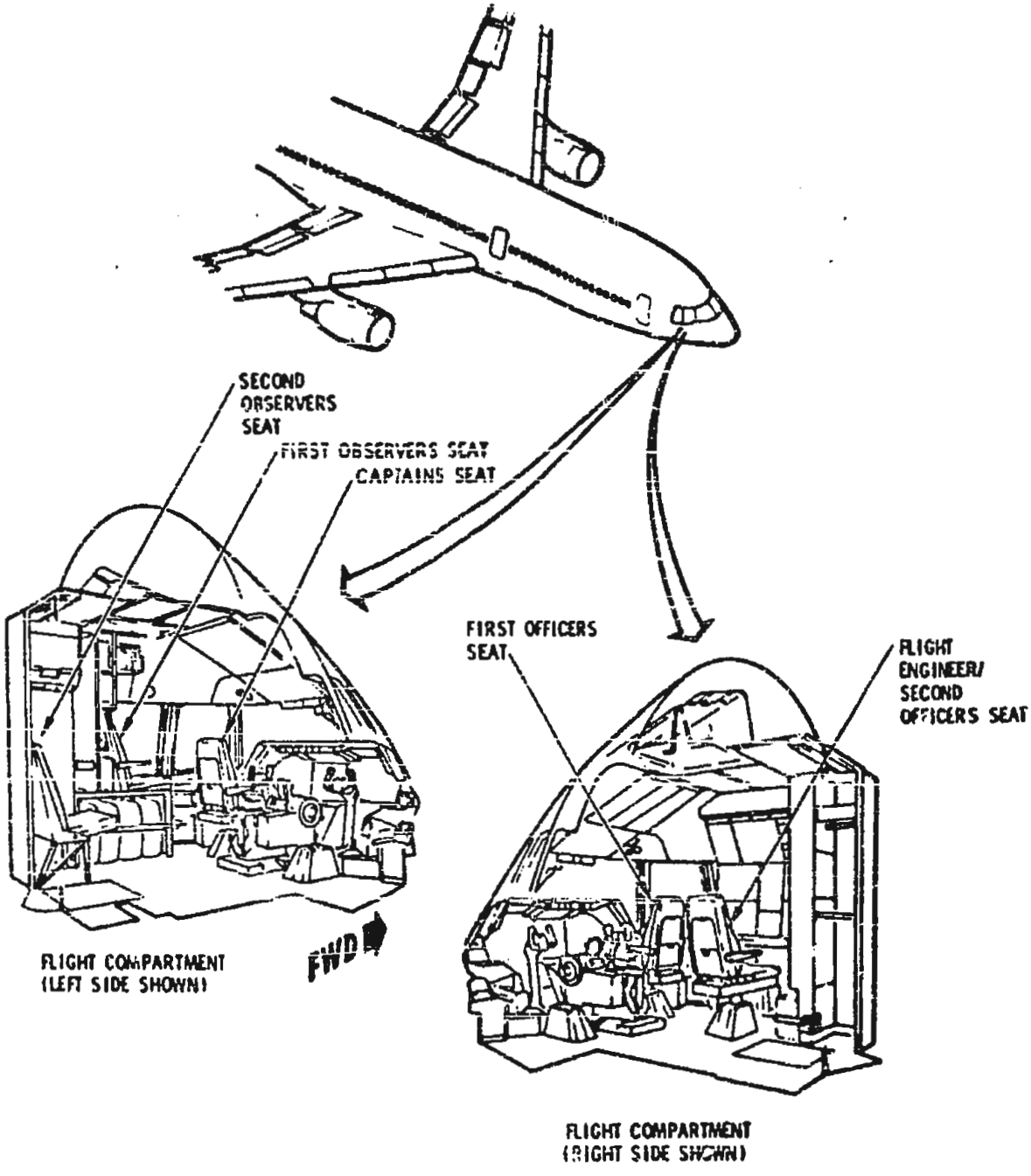
R R Component Location Index
Figure 101

R R 001B EFFECTIVITY: ALL



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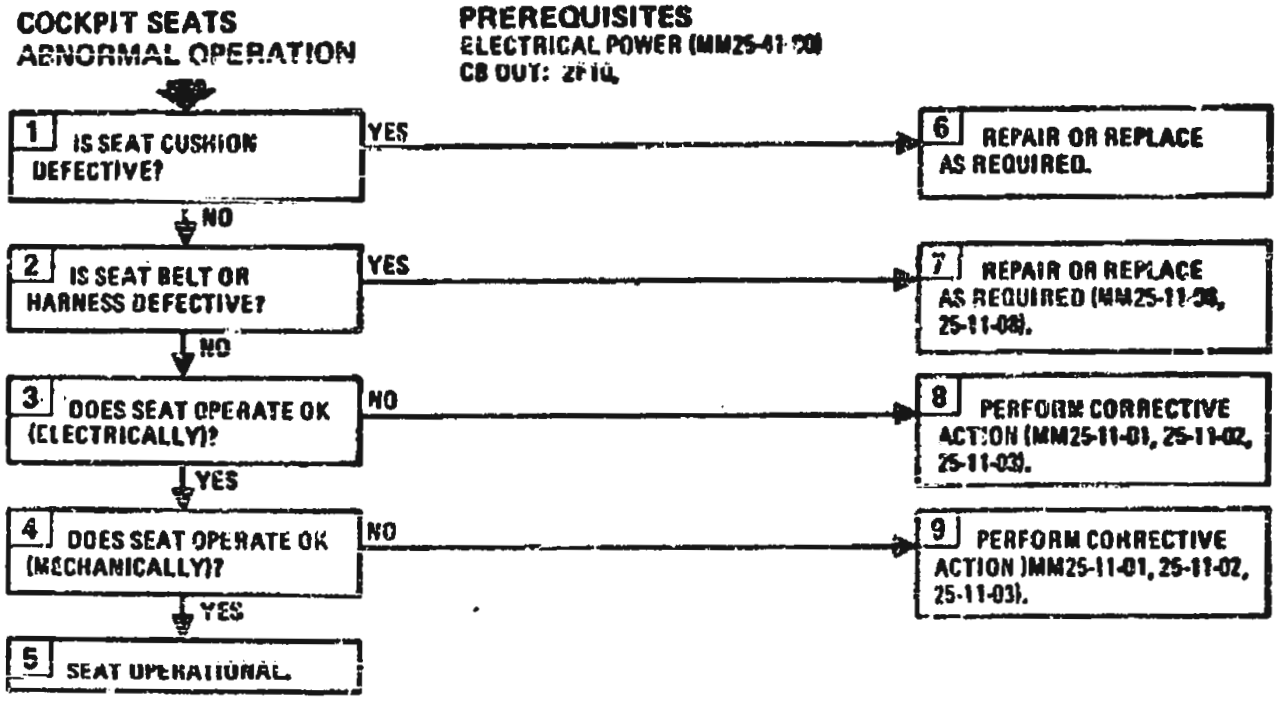
R R Component Locator Diagram
Figure 102

R R EFFECTIVITY: ALL

0018



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Flight Compartment Seat Abnormal Operation
Figure 103

EFFECTIVITY: ALL

001B

CAPTAINS SEAT ASSEMBLY - MAINTENANCE PRACTICES

1. General

The Captain and First Officers seat actuators are electrically powered from the same circuit breaker.

Provisions are made for seat vertical and longitudinal-lateral manual adjustments when the seat has been deactivated electrically.

R R R Seat back tilt is lockable between vertical and 13 degrees. The locking Capability is inoperative when the seat back is greater than 13 degrees (Ref. Fig. 201).

The seat must be electrically deactivated if seat actuator fails to move seat in a vertical, horizontal, or lateral direction when seat manual adjustment levers are actuated.

Either of the following procedures (option 1 or 2) may be used to electrically deactivate a crew seat assembly.

2. Maintenance Practices

A. Deactivation

(1) Circuit Breaker (Option 1)

(a) On Flight Engineer/Second Officers overhead circuit breaker panel CB2, zone 215, open and collar circuit breaker SEAT ACTR - CAPT and F/O (F10) or SEAT ACTR, - F/E (F11), as applicable.

(b) Verify operation of affected seat(s) manual controls by operating seat manually through full range of vertical, longitudinal, and lateral movements. (Opening of circuit breaker F10 deactivates both Captain and First Officer seats).

(2) Connector Disconnect (Option 2)

(a) On Flight Engineer/Second Officers overhead circuit breaker panel CB2, zone 215, open and tag circuit breaker SEAT ACTR - CAPT and F/O (F10).

(b) Disconnect electrical cable connector from affected seat actuator, cap cable and actuator connectors, and stow cable in a manner to prevent interference with seat movement or cable damage.

(c) Verify operation of affected seat manual controls by operating seat manually through full range of vertical, longitudinal and lateral movements.

R (d) Connect Electrical Cable Connector disconnected in
R Step 2A (2)(b).

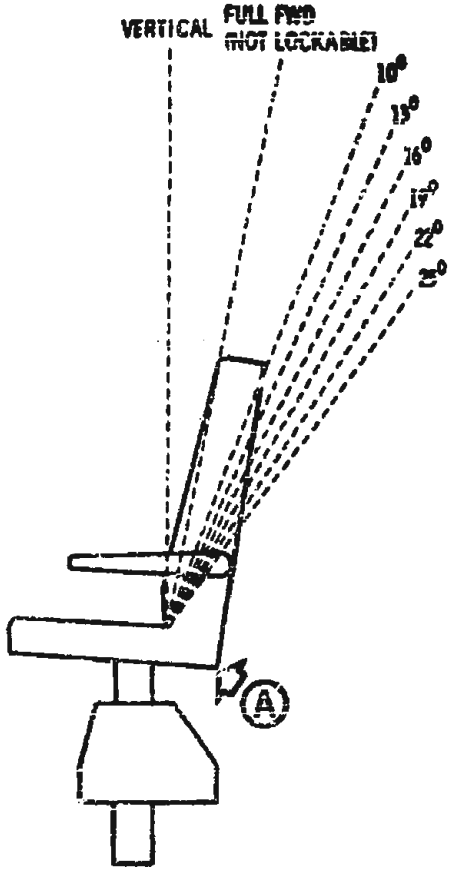
R (e) Remove tag and close circuit breaker opened in Step 2A2(a).

R (3) Mechanical lock

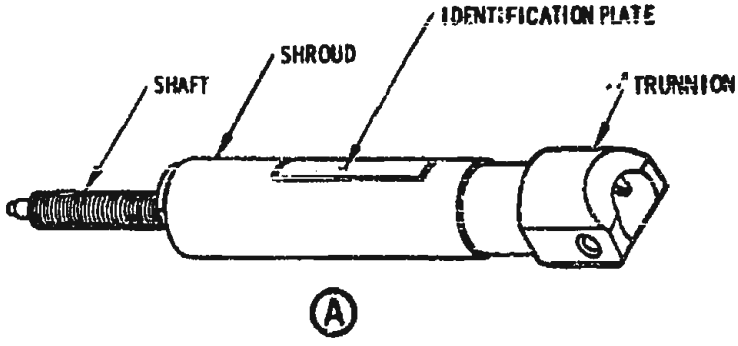
R (a) Verify operation of mechanical lock by operating
R seat adjustment handle until handle indexes
R housing.

R (b) Verify that operating shaft is free and can be
R placed to selected position.

R (c) Release operating handle to hold operating shaft at
R selected position.



CAPTAINS SEAT BACK RECLINE POSITIONS



BACK RECLINE CONTROL MECHANICAL LOCK ASSEMBLY

M1-0000-25-2305

R Captains Seat Back Recline Positions and Mechanical Lock Assembly
R Figure 201

EFFECTIVITY: ALL

CAPTAINS SEAT ASSEMBLY - REMOVAL AND INSTALLATION

1. Removal/Installation

The Captains seat assembly is located on the left side of the flight compartment, zone 211 (Ref. Fig. 401).

R WARNING: DO NOT STAND BETWEEN CAPTAINS SEAT AND CENTER CONSOLE WHILE ACTUATING ELECTRICAL POWER SWITCHES TO POSITION SEAT.

A. Removal

(1) On Flight Engineer/Second Officers overhead circuit breaker panel CB2, zone 215, open and tag circuit breaker FLIGHT STATION MISC - SEAT ACTR, CAPT & F/O.

R (2) Remove wire harness cover at forward base of seat (two quarter-turn screws) to expose seat electrical connector.

(3) Disconnect and remove electrical connector on Captains seat assembly.

(4) Remove bolts attaching seat assembly to flight compartment floor.

(5) Remove seat assembly from flight compartment floor.

B. Installation

R R (1) Verify circuit breaker in Step 1A(1) is open and tagged.

R (2) Position seat assembly on flight compartment floor.

R (3) Install attaching bolts.

R R (4) Connect and install electrical connector to Captains seat assembly.

R R (5) Install wire harness cover with quarter-turn screws (2).

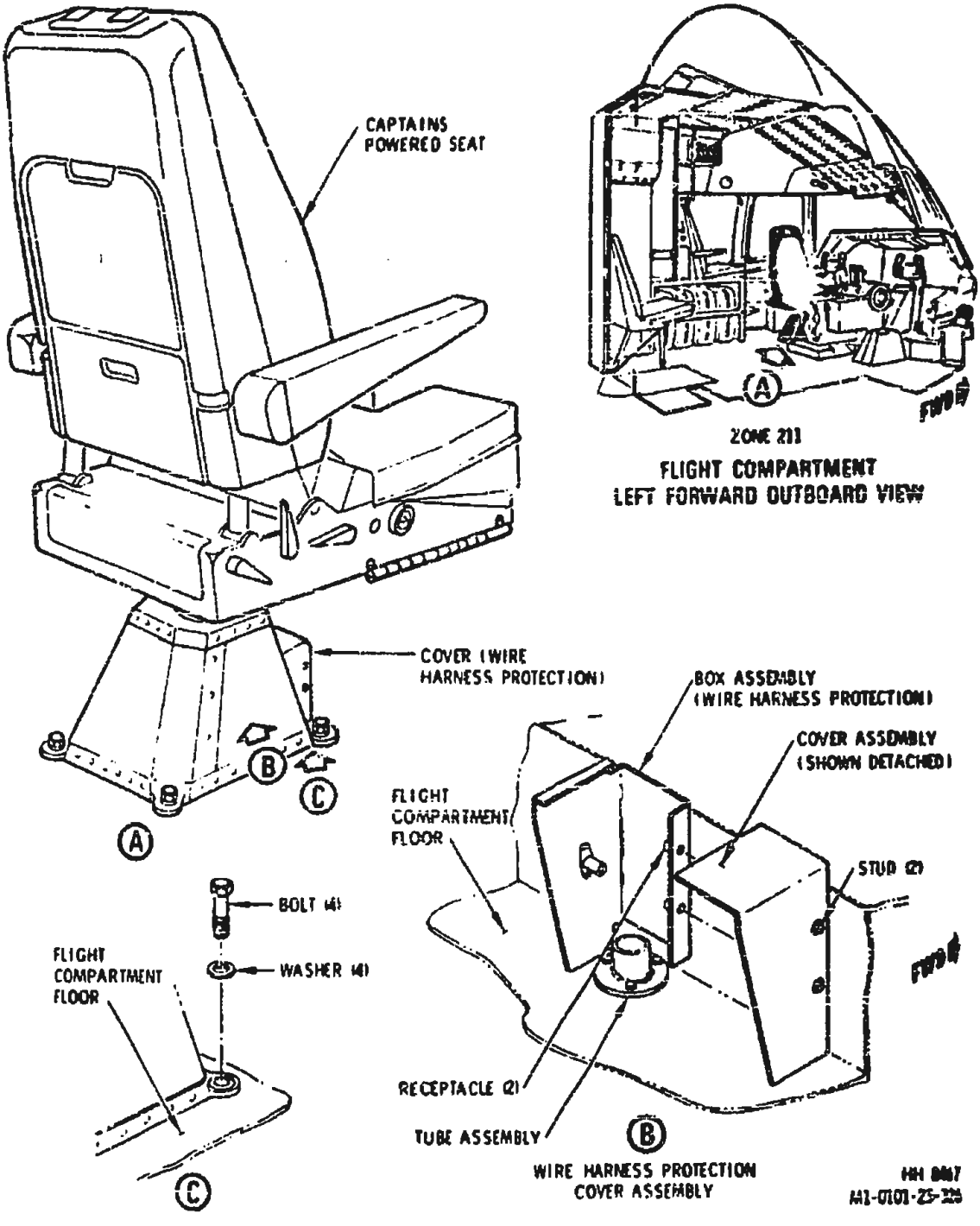
R R (6) Remove tag and close circuit breaker opened in Step 1A(1).

R R (7) Verify normal operation of electrical power actuation system by performing following steps;

R R (a) Operate pushbutton switch to apply electrical power.

R R (b) Operate four-position toggle switch to position seat vertically and laterally.

R R NOTE: Switches are located on inboard side of seat.



Captains Seat Assembly - Removal and Installation
Figure 401

FIRST OFFICERS SEAT ASSEMBLY - MAINTENANCE PRACTICES

1. General

The Captain and First Officers seat actuators are electrically powered from the same circuit breaker.

Provisions are made for seat vertical and longitudinal-lateral manual adjustments when the seat has been deactivated electrically.

The seat must be electrically deactivated if seat actuator fails to move seat in a vertical, horizontal, or lateral direction when seat manual adjustment levers are actuated.

Either of the following procedures (option 1 and 2) may be used to electrically deactivate a crew seat assembly.

2. Maintenance Practices

A. Deactivation

(1) Circuit Breaker (option 1)

(a) On Flight Engineer/Second Officers overhead circuit breaker panel CB2, zone 215, open and tag circuit breaker SEAT ACTR - CAPT and F/O (F10) or SEAT ACTR F/E (F11), as applicable.

(b) Verify operation of affected seat(s) manual controls by operating seat manually through full range of vertical, longitudinal, and lateral movements. (Opening of circuit breaker F10 deactivates both Captain and First Officer seats).

(2) Connector Disconnect (Option 2)

(a) On Flight Engineer/Second Officers overhead circuit breaker panel CB2, zone 215, open and tag circuit breaker SEAT ACTR - CAPT and F/O (F10).

(b) Disconnect electrical cable connector from affected seat actuator, cap cable and actuator connectors, and stow cable in a manner to prevent interference with seat movement or cable damage.

(c) Verify operation of affected seat manual controls by operating seat manually through full range of vertical, longitudinal and lateral movements.

R (d) Remove tag and close circuit breaker opened in Step 2A(2).

FIRST OFFICERS SEAT ASSEMBLY - REMOVAL AND INSTALLATION

1. General

The First Officers seat assembly is located on the right side of the flight compartment, zone 212 (Ref. Fig. 401).

WARNING: DO NOT STAND BETWEEN FIRST OFFICERS SEAT AND CENTER CONSOLE WHILE ACTUATING POWER SWITCHES TO POSITION SEAT.

2. Removal/Installation

A. Removal

(1) On Flight Engineer/Second Officers overhead circuit breaker panel CB2, zone 215, open and tag circuit breaker FLIGHT STATION MISC - SEAT ACTR, CAPT & F/O.

R (2) Remove wire harness cover at forward base of seat (two-quarter-turn screws) to expose seat electrical connector.

(3) Disconnect and remove electrical connector on First Officers seat assembly.

(4) Remove bolts attaching seat assembly to flight compartment floor.

(5) Remove seat assembly from flight compartment floor.

B. Installation

R R (1) Verify circuit breaker in Step 2A(1) is open and tagged.

R (2) Position seat assembly on flight compartment floor.

R (3) Install attaching bolts.

R R (4) Connect and install electrical connector to First Officers seat assembly.

R (5) Install wire harness cover.

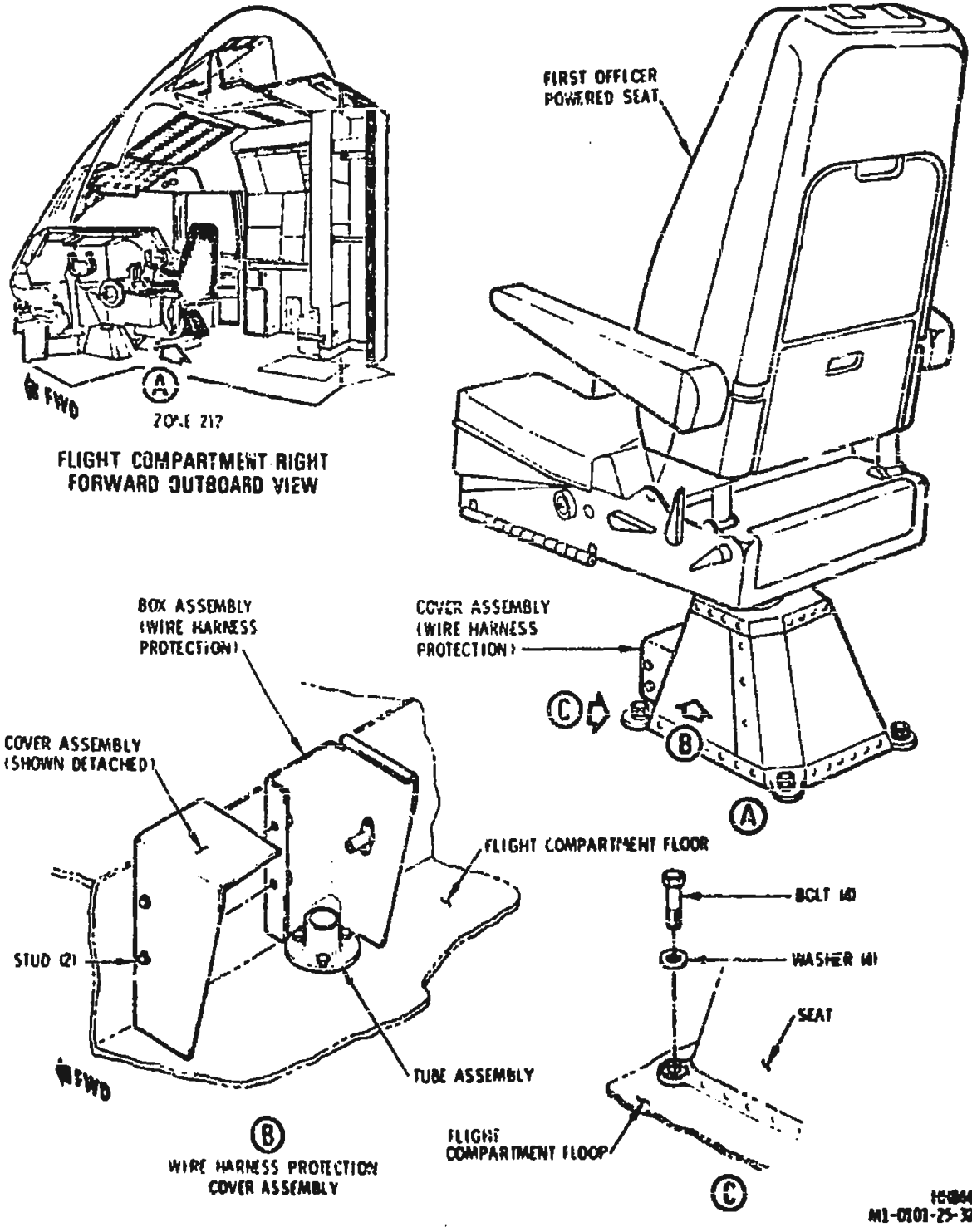
R R (6) Remove tag and close circuit breaker opened in Step 2A(1).

R (7) Perform following steps to verify normal operation of
R electrical power actuator system:

R (a) Operate pushbutton switch to apply electrical
R power.

R (b) Operate four-position toggle switch to move seat
R vertically and laterally.

R NOTE: Both switches are located on inboard side
R of seat.



First Officers Seat Assembly - Removal and Installation
Figure 401

FLIGHT ENGINEER/SECOND OFFICER SEAT ASSEMBLY MAINTENANCE PRACTICES

1. General

Provisions are made for seat vertical and longitudinal-lateral manual adjustments when the Flight Engineer/Second Officers seat has been deactivated electrically.

R Seat back tilt is lockable between vertical and 13 degrees. The
R locking capability is inoperative when the seat back is greater
R than 13 degrees.

The seat must be electrically deactivated if seat actuator fails to move seat in a vertical, horizontal, or lateral direction when seat manual adjustment levers are actuated.

2. Maintenance Practices

A. Deactivation

(1) Circuit Breaker (Option 1)

(a) On Flight Engineer/Second Officers overhead circuit breaker panel CB2, zone 215, open and collar circuit breaker SEAT ACTR - CAPT, and F/O (F10) or SEAT ACTR - F/E (F11), as applicable.

(b) Verify operation of affected seat(s) manual controls by operating seat manually through full range of vertical longitudinal and lateral movements. (Opening of circuit breaker F/O deactivates both Captain and First Officer seats).

R (2) On Flight Engineer/Second Officers overhead circuit breaker panel CB2, zone 215, open and collar circuit breaker SEAT ACTR - F/E (F11).

R (3) Disconnect electrical cable connector from seat actuator, a cap cable and actuator connectors, and stow cable in a manner to prevent interference with seat movement or cable damage.

(3) Verify operation of seat manual controls by operating seat through full range of vertical, longitudinal and
R lateral movements. (4) Verify operation of seat manual controls by operating seat through full range of vertical, longitudinal and lateral movements.

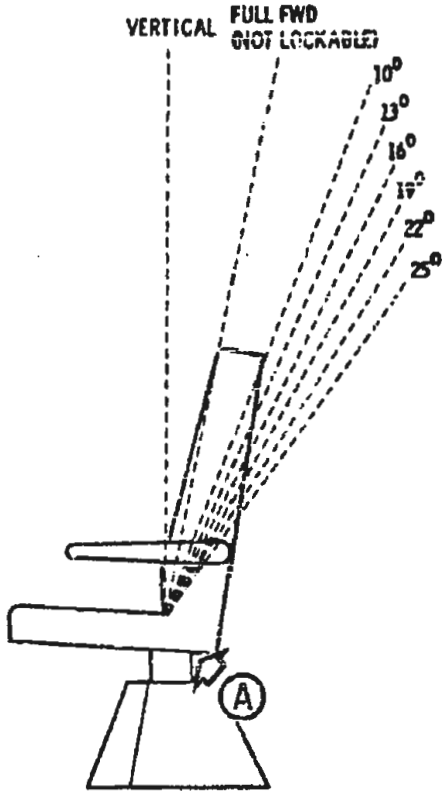
R R (5) Connect electrical Cable Connector Disconnected in Step 2A(3).

R (6) Mechanical lock.

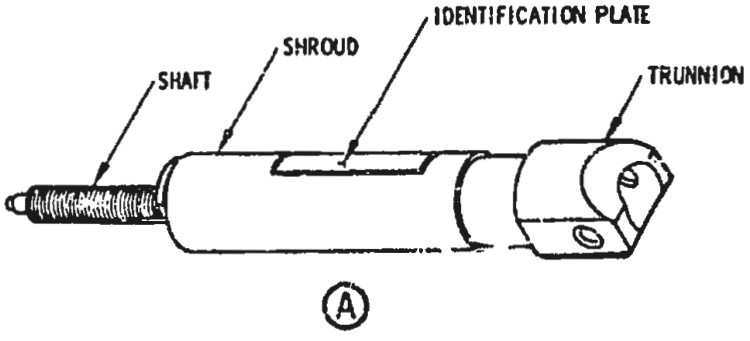
R R (a) Verify operating of mechanical lock by operating seat adjustment handle until indexes housing.

R R (b) Verify that operating shaft is free and can be placed to selected position.

R R (c) Release operating handle to hold operating shaft at selected Position.



FLIGHT ENGINEER/SECOND OFFICER SEAT-BACK RECLINE POSITIONS



BACK RECLINE CONTROL MECHANICAL LOCK ASSEMBLY

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R R Flight Engineer/Second officer seat back Recline Assembly
Figure 201

R R 001B EFFECTIVITY: ALL

FLIGHT ENGINEER/SECOND OFFICERS (POWERED) SEAT ASSEMBLY REMOVAL AND INSTALLATION

1. General

The Flight Engineer/Second officers powered seat assembly is located on the right aft side of the flight compartment, zone 215 (Ref. Fig. 401).

2. Removal/Installation

A. Removal

(1) On Flight Engineer/Second Officers overhead circuit breaker panel CB2, zone 215, open and tag circuit breaker FLIGHT STATION MISC - SEAT ACTR, F/E.

R NOTE: Seat can be moved inboard or outboard to slide seat off track. Remove either inboard or outboard track stop and limit switch ramp.

(2) Remove screws attaching stop to aft track and remove stop.

(3) Remove screws attaching limit switch ramp to forward track and remove ramp.

(4) Slide seat assembly off tracks.

(5) Tilt seat, then disconnect and remove electrical connector. Remove cover and stow aircraft wire harness in floor container under seat to protect electrical connector.

(6) Remove seat.

B. Installation

R (1) Verify circuit breaker in Step 2A(1) is open and
R tagged.

R (2) Tilt Flight Engineer/Second Officers seat assembly to
R gain access to electrical connector.

R (3) Remove aircraft wire harness from its stowed position
R in floor container under seat, and route harness
R through access opening on seat pedestal.

(4) Install harness electrical connector to seat electrical connection.

(5) Slide seat onto seat tracks.

(6) Install stop on aft seat track with screws.

(7) Install limit switch on forward track with screws.

CR (8) Install crew seat guide bar assembly.

CR (a) Remove the forward and aft outboard track roller
CR nuts and washers.

CR (b) Install equal number of washers of the forward and
CR aft roller bolts so the guide bar assembly is
CR against the chair track with the washers between
CR guide bar flange and seat base.

CR (c) Remove guide bar, add 2 each washers on forward
CR and aft roller bolts. The addition of washers
CR should space bar from track approximately .020 to
CR .030 inches. Install guide bar assembly and
CR remaining washers equally to the forward and aft
CR bolts (total, 5 washers per bolt). Install nuts
CR to forward and aft bolts. Torque 30 - 35 inch
CR pounds.

R (9) If seat is reinstalled and seat tracks have not been replaced, there is no need to adjust flanged roller or
R cam followers; proceed to Step (10). If a different seat is installed, or if tracks have been replaced, adjust flanged roller and cam followers as follows:

(a) Loosen nut at each of the four cam followers and back-off each cam roller from track flange to its maximum clearance. (Use slotted end of threaded cam roller shaft to rotate cam.)

(b) Loosen nut securing flanged track roller at forward side of pedestal.

NOTE: The next step will establish proper drive pinion to track-rack engagement.

(c) Carefully position eccentric bushing by turning its attachment bolt hex on bottom to maximum extent, or until roller is in contact with track and looseness between drive pinion, track, and roller is minimized or eliminated. Back-off eccentric bushing attachment bolt 1/8 turn if

roller contacts track. Torque flange roller locking nut 60 to 65 inch pounds.

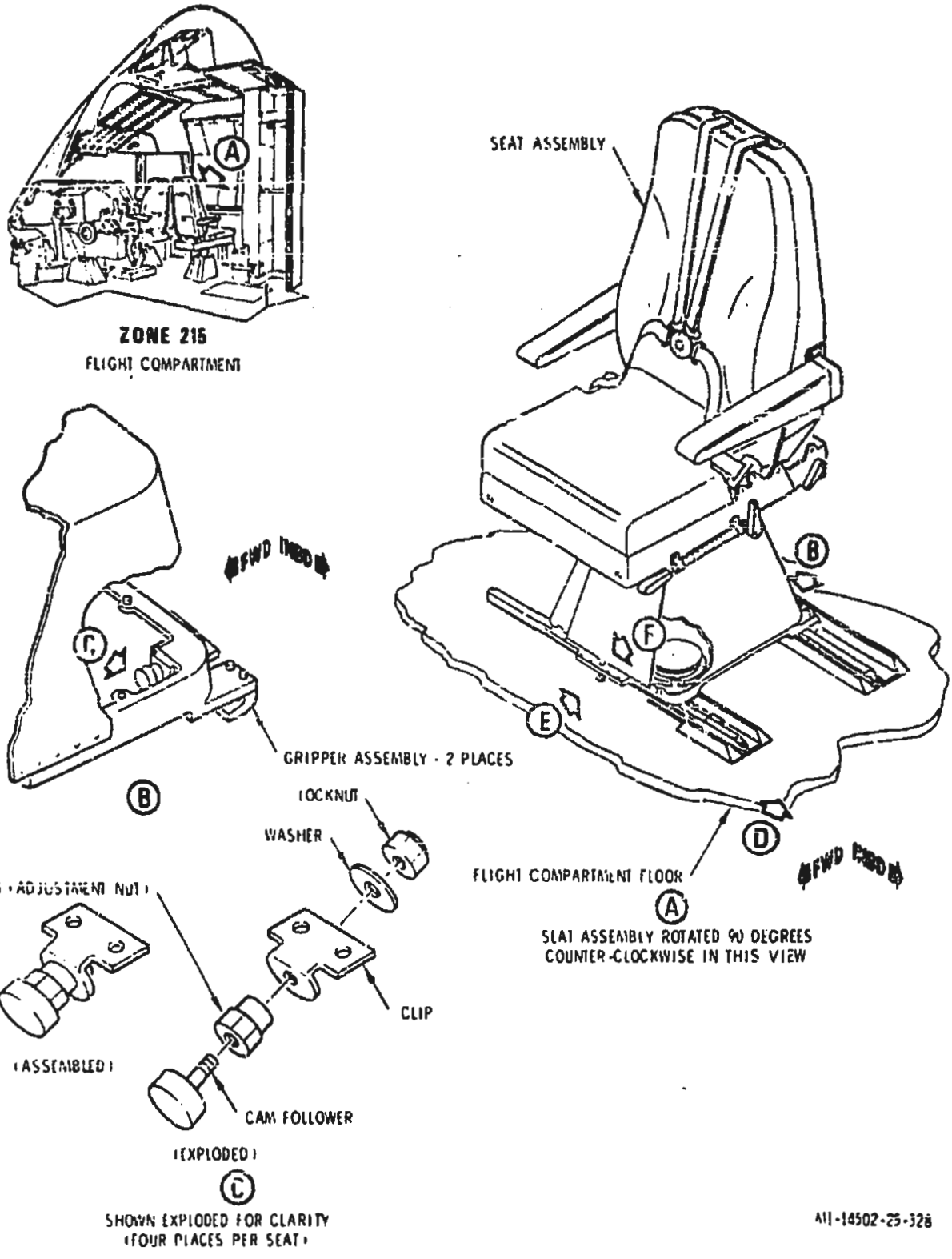
(d) Move seat along track in both directions to extreme travels to check drive pinion is not binding with seat track.

(e) Adjust seat aft cam followers equally until flanged roller at forward edge of seat pedestal has been pulled against forward seat track. Tighten nut on each aft cam follower.

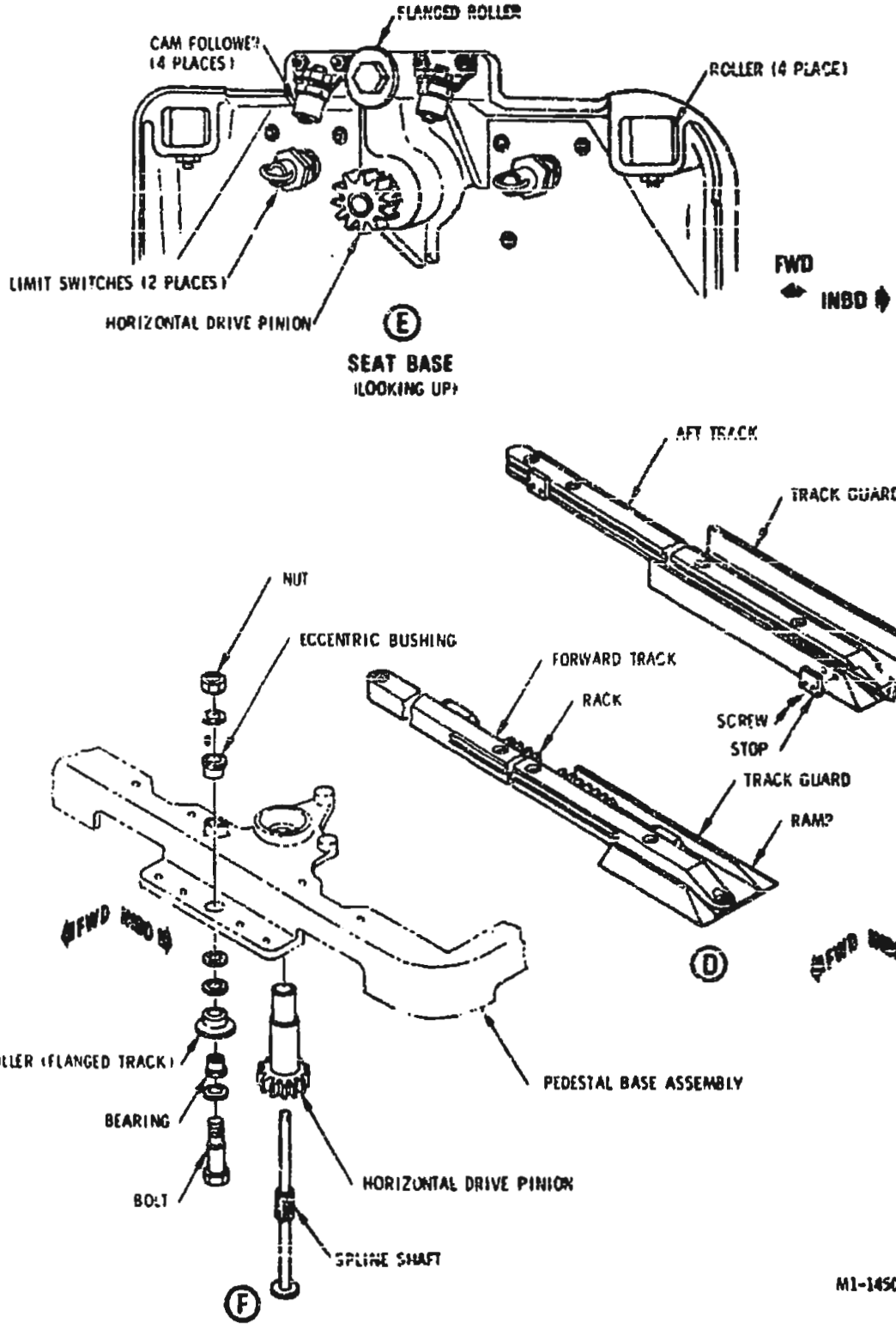
(f) Adjust seat forward cam followers equally until forward cam rollers contact seat forward track. Tighten nut on each forward cam follower.

R (10) Remove tag and close circuit breaker opened in Step
R 2A(1).

R (11) Check seat operation in both directions in powered and manual configurations; check for any binding in seat track mechanism.



Flight Engineer/Second officers (Powered) Seat Assembly
Removal and Installation
Figure 401 (Sheet 1)



Flight Engineer/Second Officers (Powered) Seat Assembly
Removal and Installation
Figure 401 (Sheet 2)

FIRST OBSERVERS SEAT ASSEMBLY - REMOVAL AND INSTALLATION

1. General

The First Observers seat assembly is located on the left side of the flight compartment, zone 211 (Ref. Fig. 401).

2. Removal/Installation

A. Removal

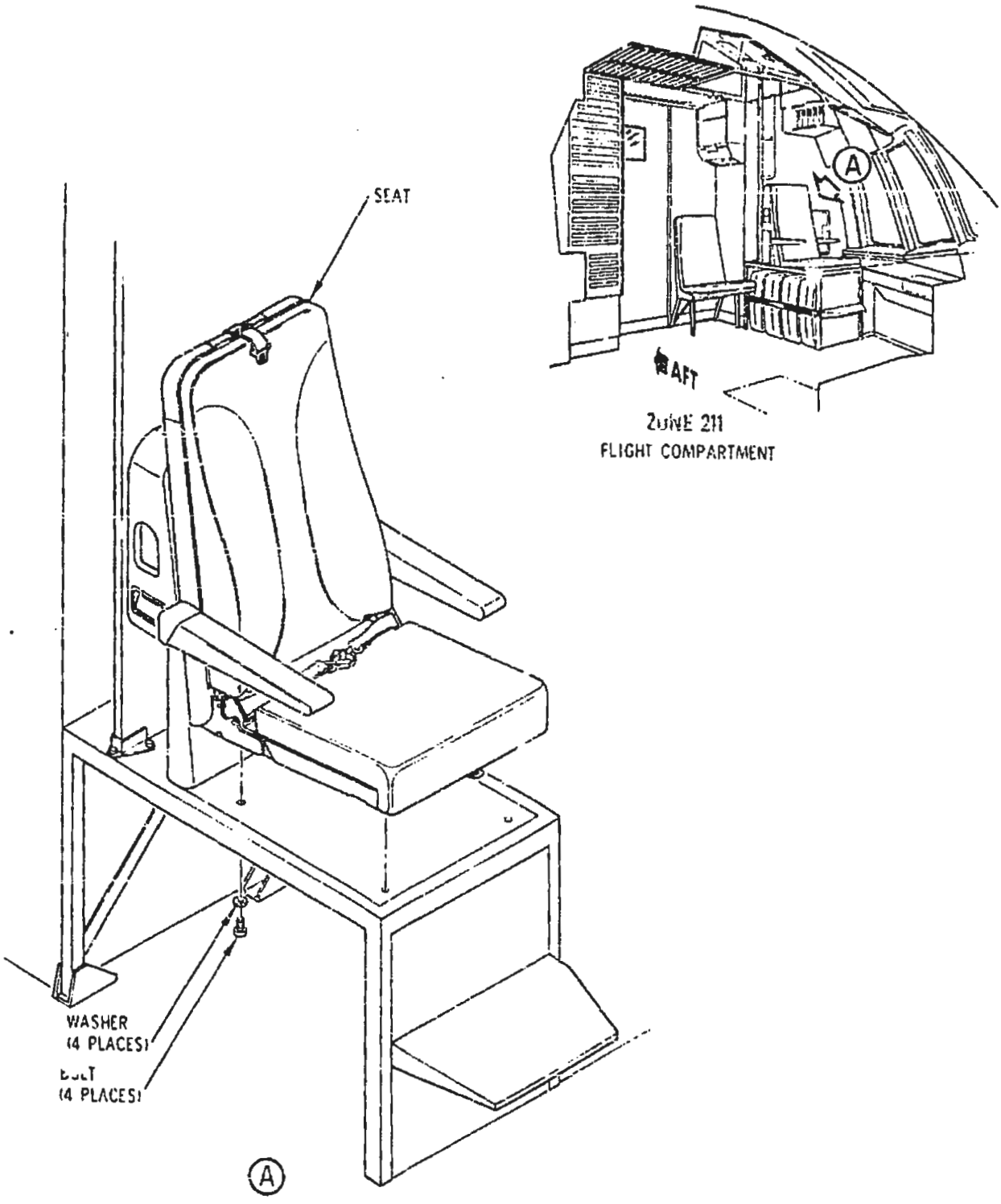
(1) Remove bolts attaching seat to left luggage compartment.

(2) Remove seat assembly.

B. Installation

(1) Position seat assembly on left stowage compartment.

(2) Install bolts attaching seat assembly to left luggage compartment.



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First Observers Seat Assembly - Removal and Installation
Figure 401

SECOND OBSERVERS SEAT ASSEMBLY - REMOVAL AND INSTALLATION

1. General

The Second Observers seat assembly is located on the left side of the flight compartment, zone 211 (Ref. Figure 401).

2. Removal/Installation

A. Removal

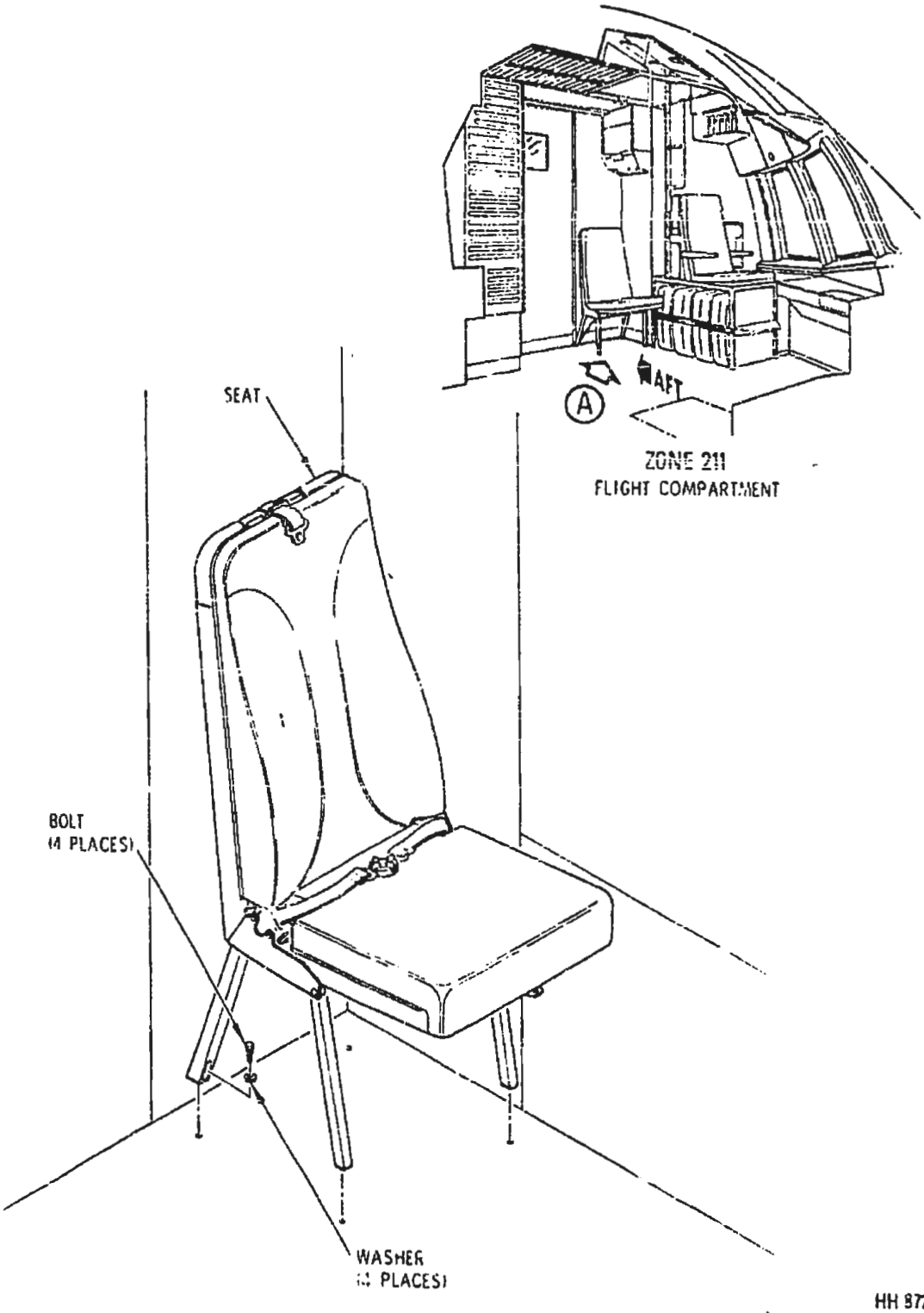
(1) Remove bolts attaching seat to floor.

(2) Remove seat assembly.

B. Installation

(1) Position seat assembly on floor.

(2) Install bolts attaching seat assembly to floor.



Second Observers Seat Assembly - Removal and Installation
Figure 401

OBSERVER SEATS RESTRAINT SYSTEM - MAINTENANCE PRACTICES

1. General

The following procedures describe lap belt operation when the retractor is inoperative.

2. Maintenance Practices

A. Lap Belt Not Extendable

R R (1) Remove seat or backrest cushion as required to gain access to round plastic cover located at end of retractor.

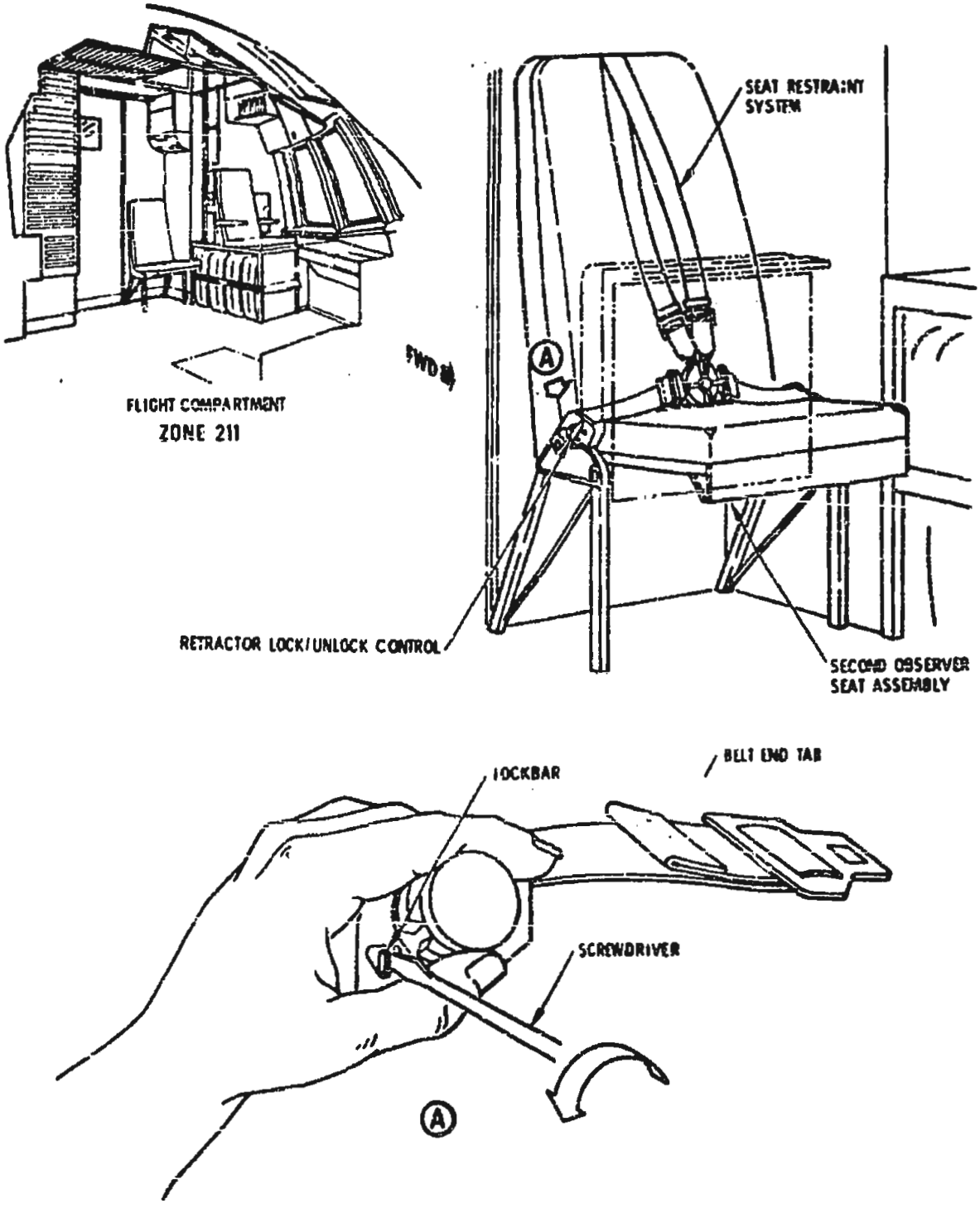
R (2) Insert blade of screwdriver in triangular slot between end of lockbar and side frame of retractor assembly and twist counterclockwise (Ref. Fig. 201). Fully extend belt from retractor.

R R (3) Adjust the belt length by pulling on loose tab located adjacent to rotary buckle.

B. Lap Belt Extendable But Not Retractable

(1) Extend belt fully.

R (2) Adjust belt length manually, after lap belt buckle is fastened, by pulling on loose tab located adjacent to rotary buckle.



R Lap Belt - Maintenance Practices
R Figure 201

OBSERVER SEATS RESTRAINT SYSTEM - REMOVAL AND INSTALLATION

1. General

The restraint system for the observers seats consists of a shoulder harness and a seat belt with a rotary buckle, zone 211 (Ref. Fig. 401).

2. Removal/Installation

A. Removal

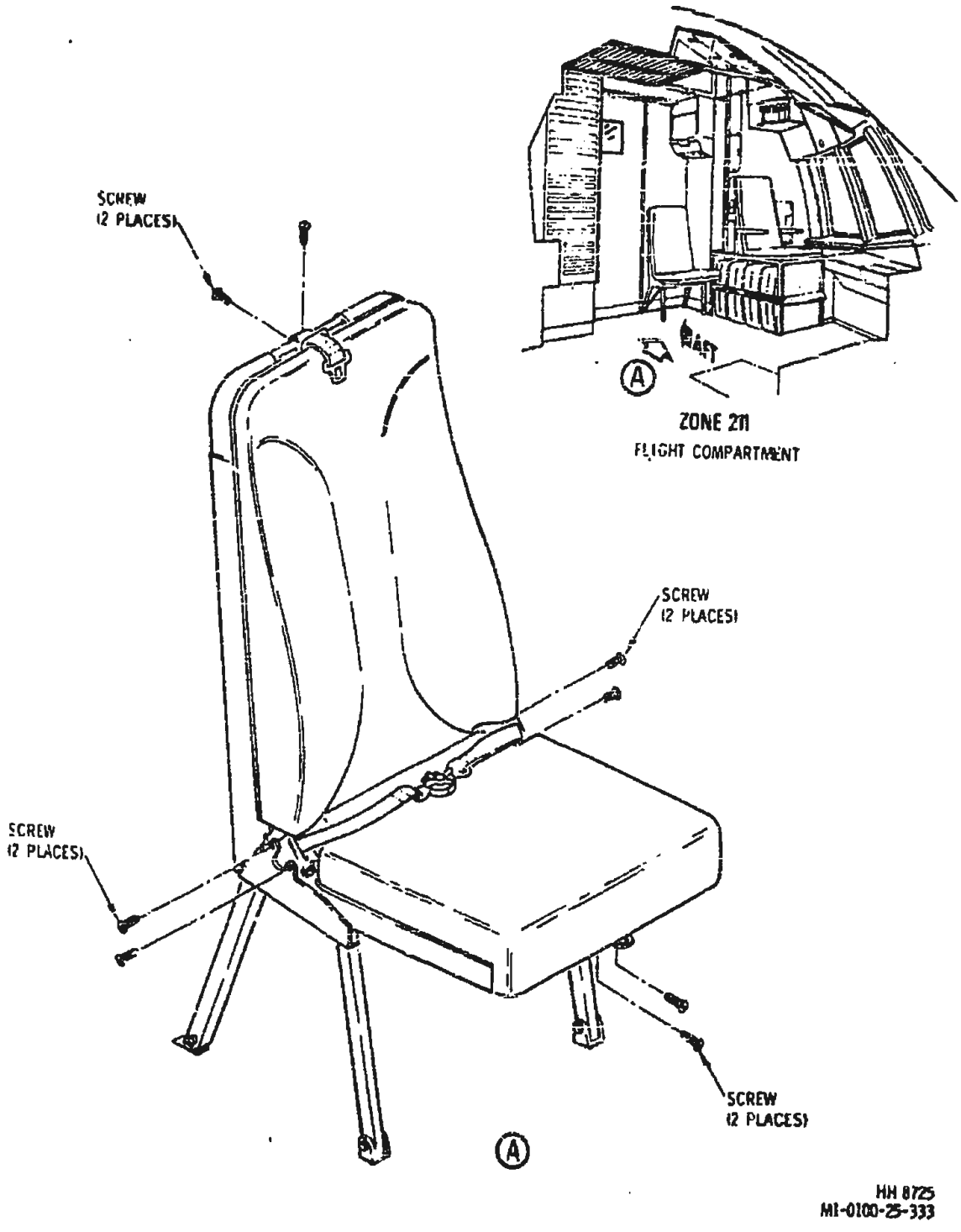
(1) Remove screws attaching seat belt assembly and shoulder harness to seat.

(2) Remove seat belt assembly and shoulder harness.

B. Installation

(1) CR Position seat belt assembly and shoulder harness on CR seat. Seat belt assembly unlock levers shall be in the CR "up" position on the reels and the seat belt with the CR rotary buckle attached must be installed on the CR outboard side of the seat.

(2) Install screws attaching seat belt assembly and shoulder harness to seat.



Observer Seats Restraint System - Removal and Installation
Figure 401

R CAPTAINS, FIRST OFFICERS, AND FLIGHT ENGINEER/SECOND OFFICERS
R SEATS RESTRAINT SYSTEM - MAINTENANCE PRACTICES

R 1. General

R The following procedures describe lap belt operation when the
R retractor is inoperative.

R 2. Maintenance Practices

R A. Lap Belt Not Extendable

R (1) Gain access to the retractor end with round plastic
R cover (remove back or seat cushion as required).

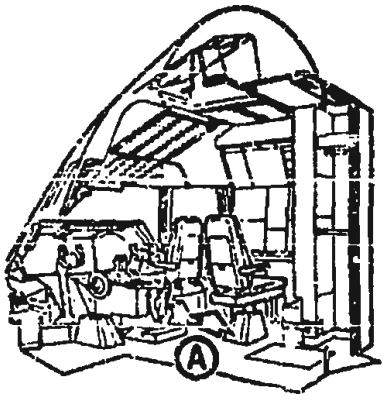
R (2) Insert blade of screwdriver in triangular slot between
R end of lockbar and side frame of retractor assembly and
R twist counterclockwise to unlock the retractor locking
R mechanism (Ref. Fig. 201). Fully extend belt from
R retractor.

R (3) Adjust belt manually by pulling on loose tab at end of
R belt adjacent to buckle.

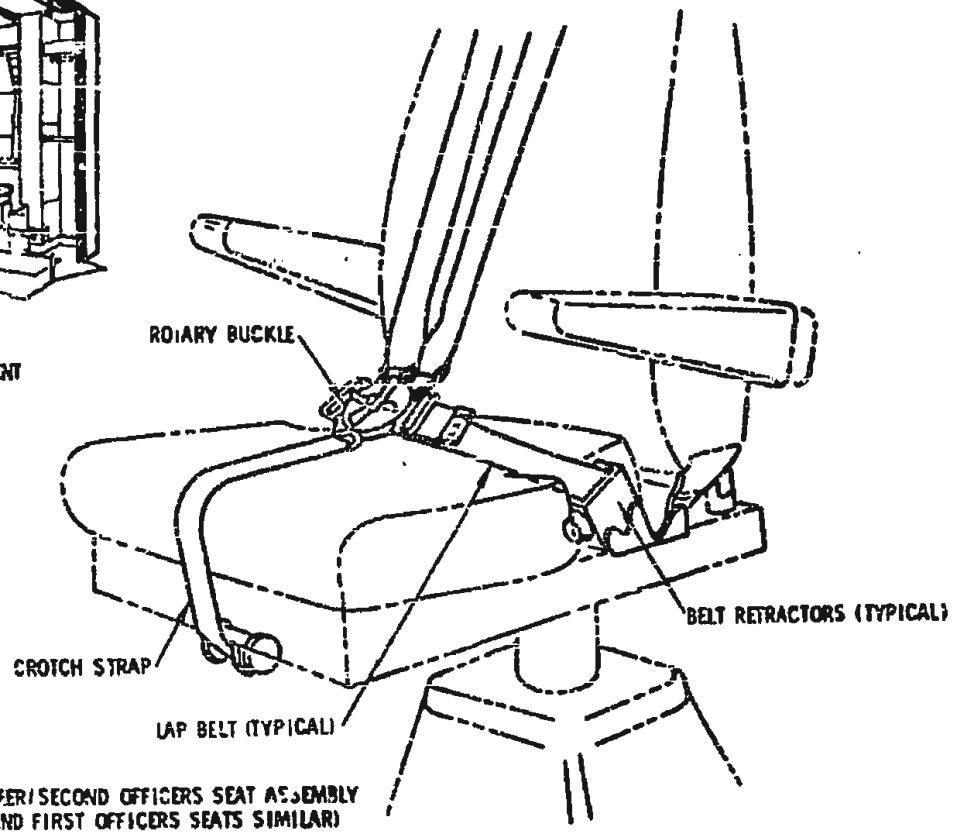
R B. Lap Belt Extendable But Not Retractable

R (1) Extend belt fully.

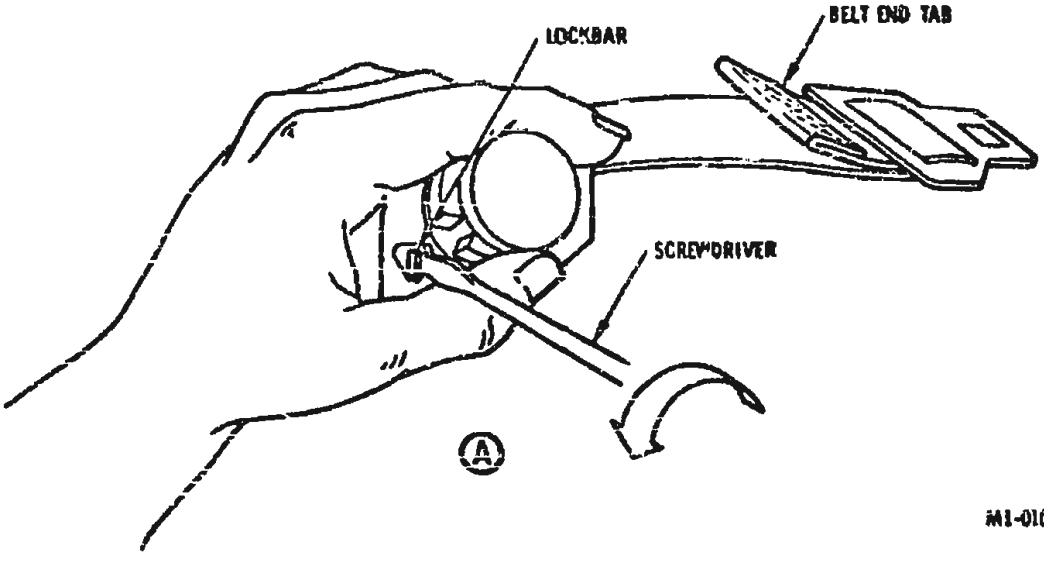
R (2) Adjust belt length manually by pulling on loose tab at
R end of belt adjacent to rotary buckle.



ZONE 215
FLIGHT COMPARTMENT



FLIGHT ENGINEER/SECOND OFFICERS SEAT ASSEMBLY
(CAPTAIN AND FIRST OFFICERS SEATS SIMILAR)



M1-0100-25-1159

R Lap Belt - Maintenance Practices
R Figure 201

R EFFECTIVITY: ALL
R
001B

CAPTAINS, FIRST OFFICERS, AND FLIGHT ENGINEER/SECOND OFFICERS SEATS RESTRAINT SYSTEM - REMOVAL AND INSTALLATION

1. General

The restraint system for the Captain, First Officer, and Flight Engineer/Second Officer seats consists of a shoulder harness with inertia reels, a seat belt with a rotary buckle, and a crotch strap (Ref. Fig. 401).

2. Removal/Installation

A. Removal

R (1) Remove backrest seat cushion from its velcro fasteners.

R (2) Remove screws attaching seat belts and shoulder harness
R to seat.

R (3) Remove seat belt and shoulder harness with inertia reels and rotary buckle attached.

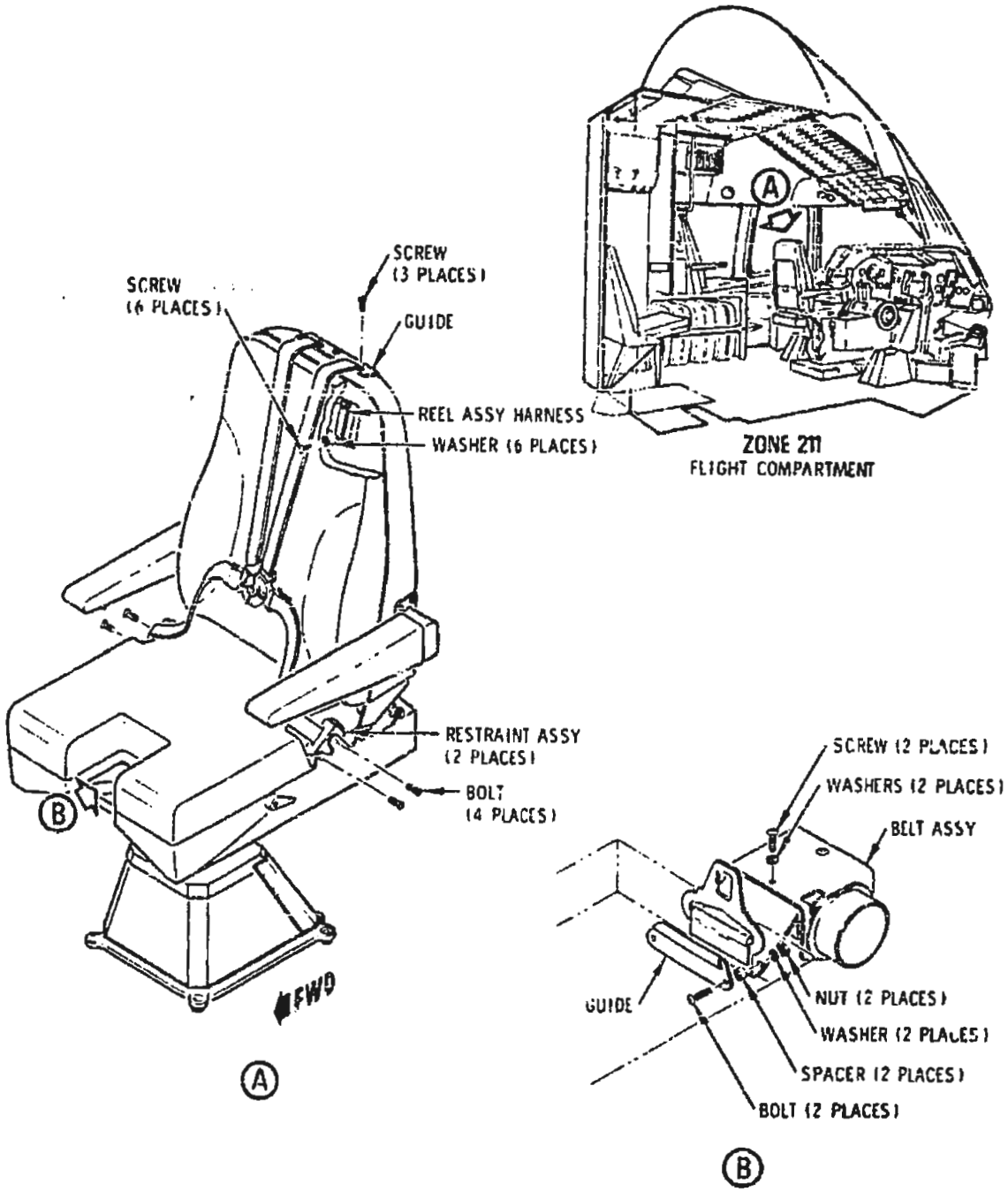
B. Installation

(1) Position seat belts and shoulder harness (with inertia reels and rotary buckle attached) on seat.

NOTE: The seat belt with the rotary buckle attached must be installed on the outboard side of the Captain and First Officer seat and to the left of the Flight Engineer/Second Officer seat.

(2) Install attaching screws.

R (3) Install backrest cushion.



HH 9270

R Captains, First Officers, and Flight Engineer/Second Officers
R Seats Restraint System
R Figure 401

EFFECTIVITY: ALL

050B

MISCELLANEOUS FLIGHT COMPARTMENT EQUIPMENT AND FURNISHINGS DESCRIPTION AND OPERATION

1. General

Miscellaneous flight compartment equipment and furnishings (Ref. Fig. 1 through 6) consist of:

Floor covering

Sunvisors

Flight kit retainer strap

Ash tray

Pilots Eye Position Locator

Mirror

Pilot assist handles

Cup holders

Miscellaneous chart holders

Left coat closet

Stowage containers

Service outlets

Right coat closet and console

Left luggage compartment

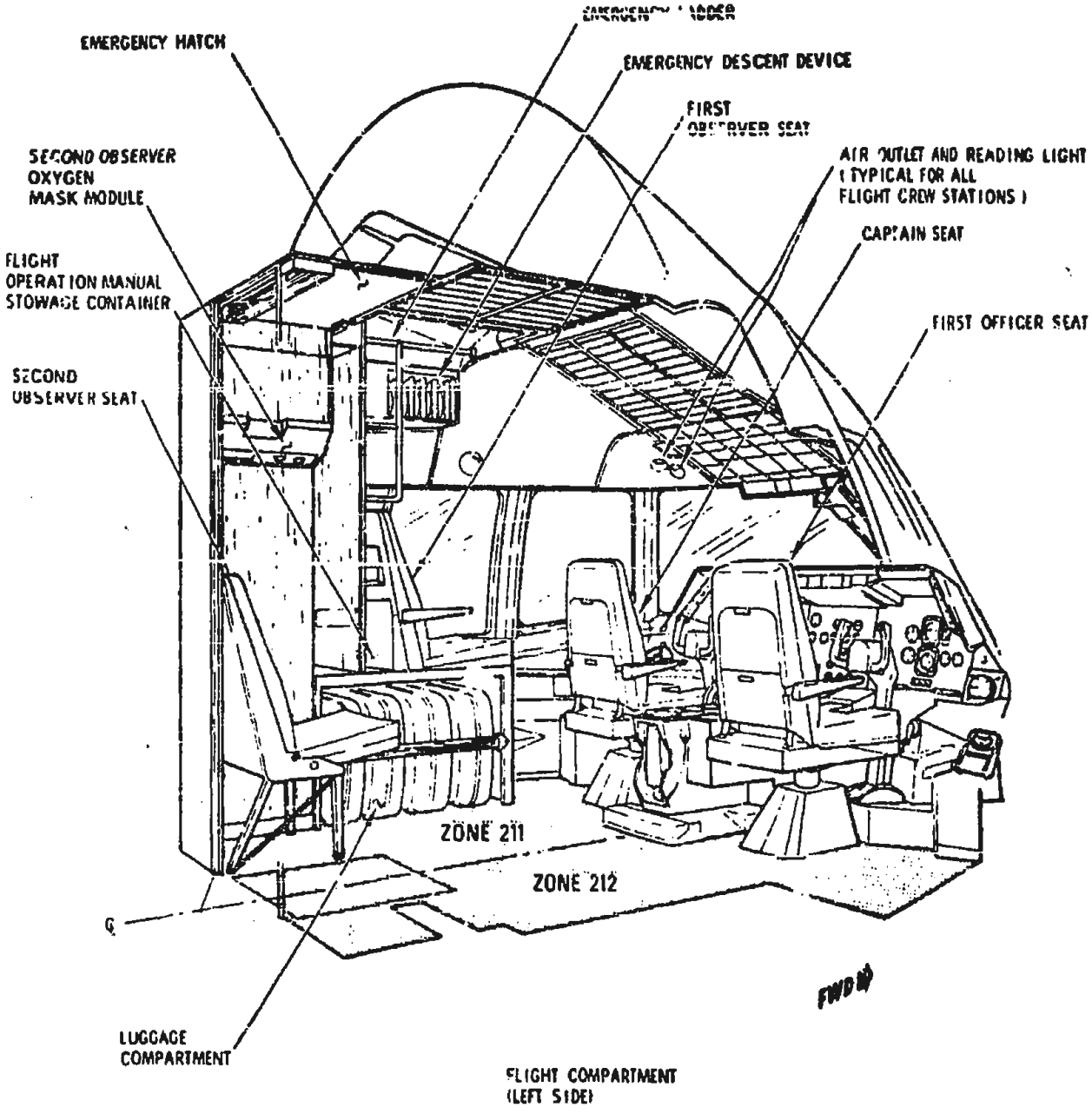
R One flight kit retainer strap is installed in the flight
R compartment aft of the Flight Engineer/Second Officers station.

Five removable ash trays with lids and recessed cup holders are located close to the crew member and observer seats.

A shatterproof mirror is installed on the forward side of the flight compartment door.

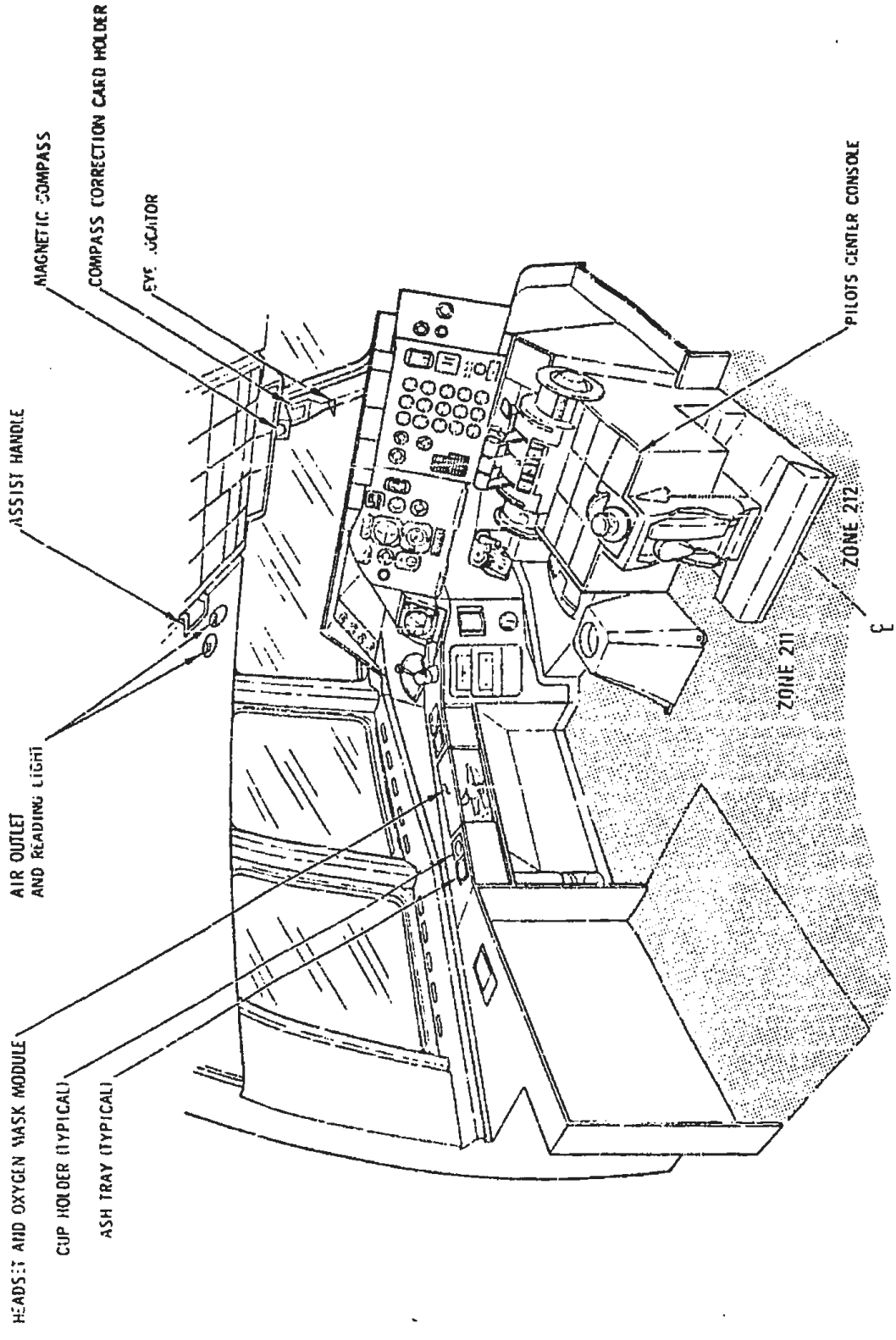
Pilot assist handles are mounted on each side of the overhead console.

A spare lamp holder is located under the Flight Engineer/Second Officers table in zone 215 (Ref. 25-00-00, Fig. 3).



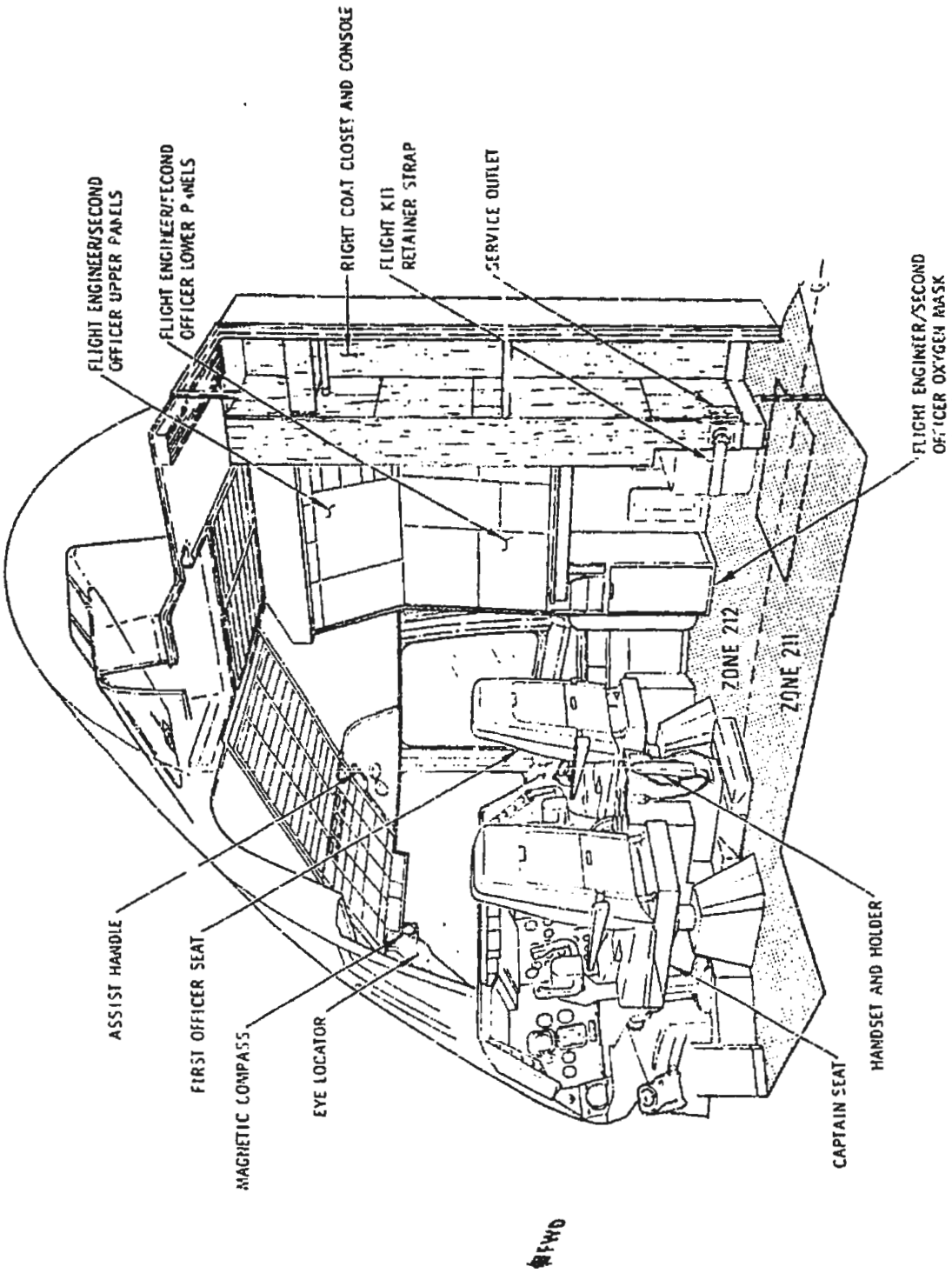
HH 4435
M1-400-25-138

Flight Compartment - Left Forward Outboard View
Figure 1



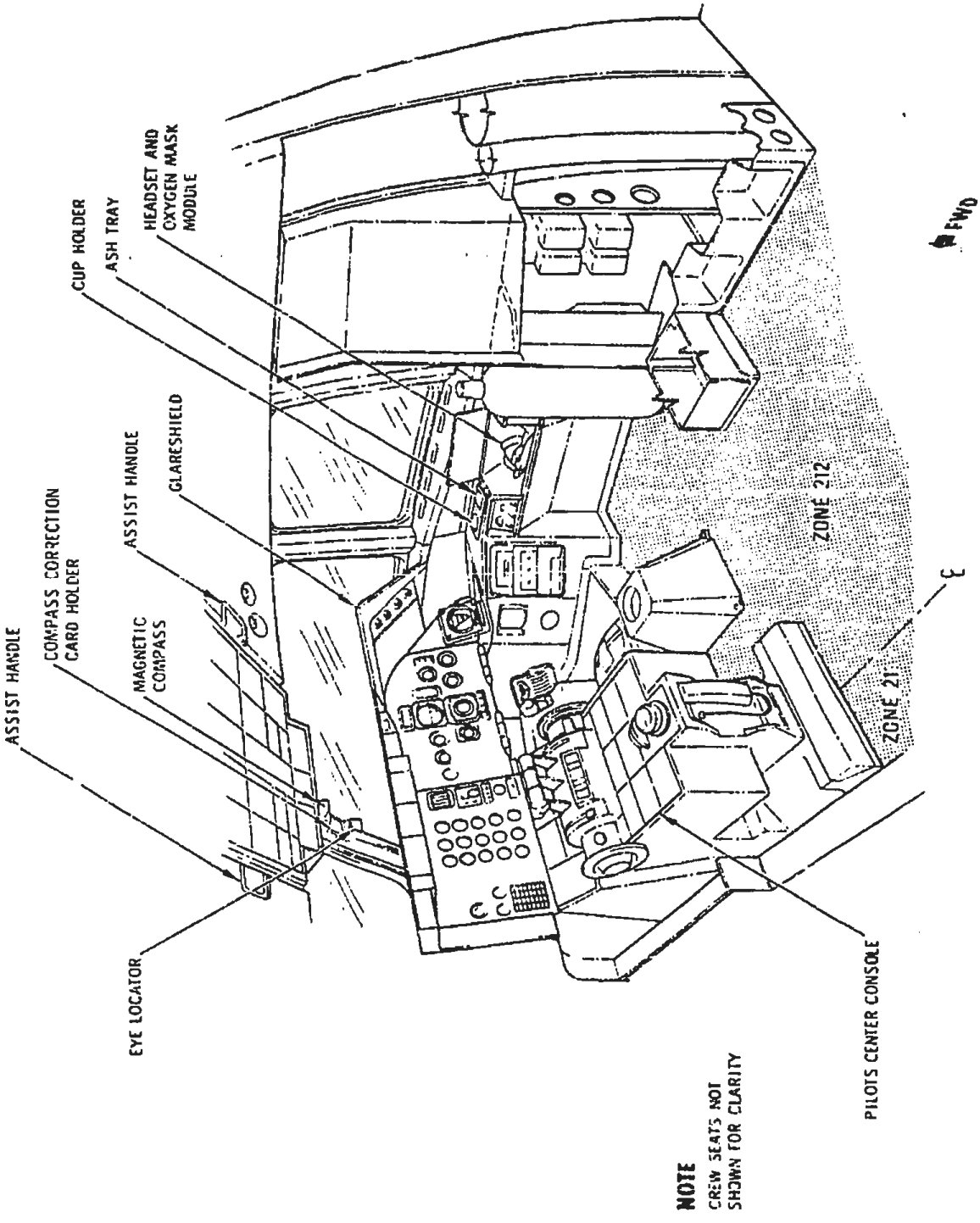
Flight Compartment - Left Forward Outboard View - Seats Omitted
Figure 2

HII 5042
M1-A01-25-014

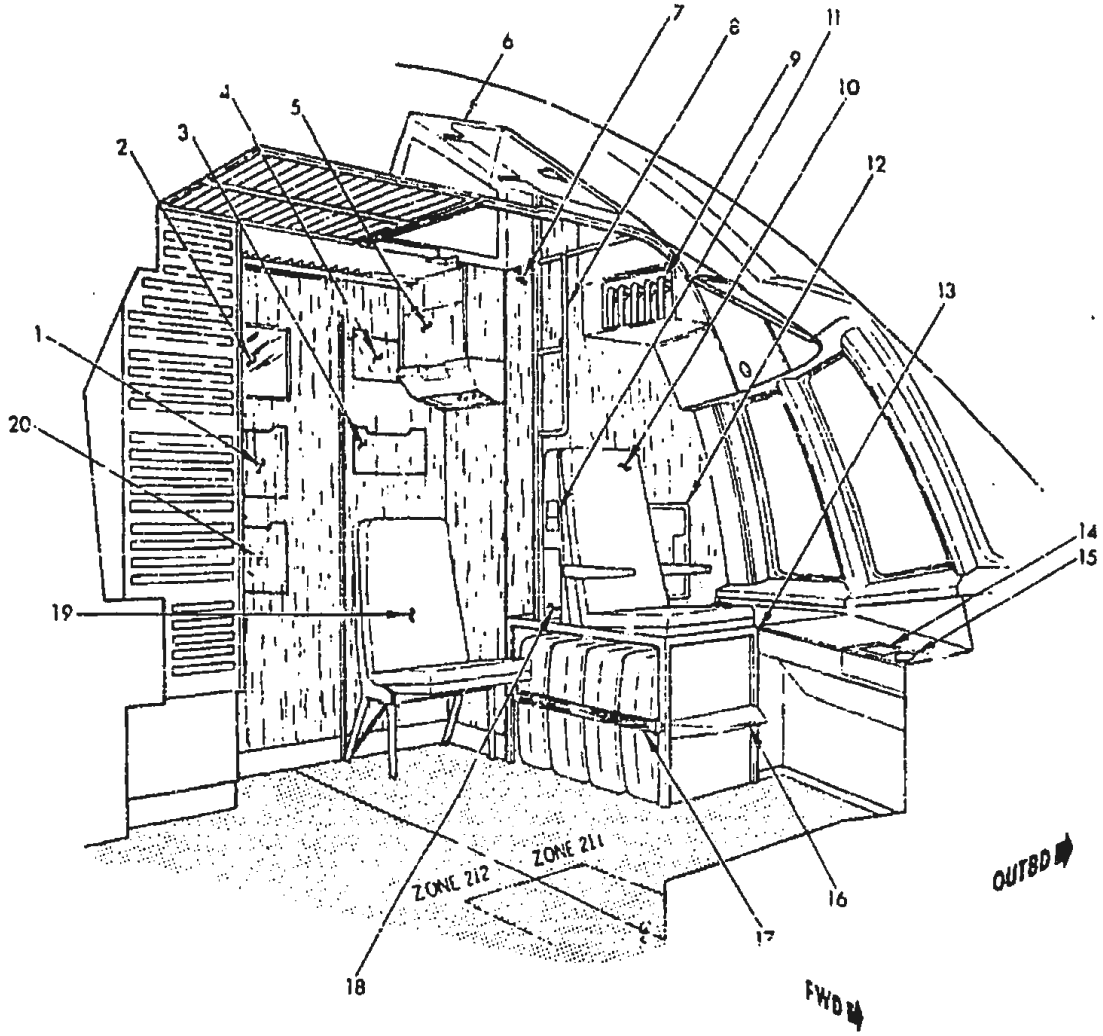


Flight Compartment - Right Forward Outboard View
Figure 3

HM 5270
M1-400-25-156



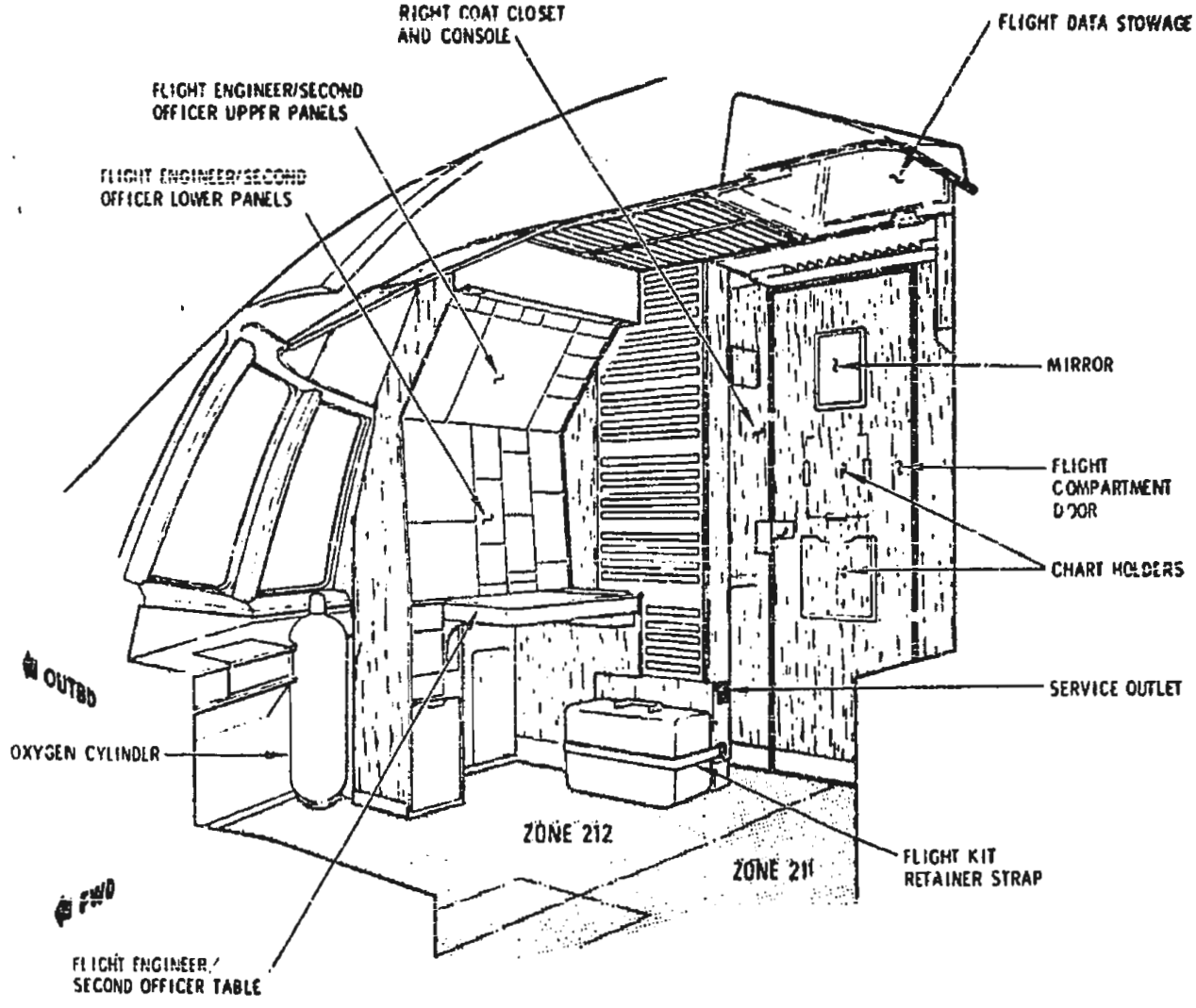
Flight Compartment - Right Forward Outboard View
- Seats Omitted
Figure 4



1. CREW INFORMATION BULLETIN HOLDER
2. MIRROR
3. AIRWORTHINESS CERTIFICATE HOLDER
4. RADIO AND REGISTRATION CERTIFICATE HOLDER
5. SECOND OBSERVER OXYGEN MASK MODULE
6. EMERGENCY HATCH
7. LEFT COAT CLOSET
8. EMERGENCY LADDER
9. DESCENT DEVICE
10. FIRST OBSERVER SEAT
11. SECOND OBSERVER CUP HOLDER AND ASH TRAY
12. FIRST OBSERVER OXYGEN MASK MODULE
13. LEFT LUGGAGE COMPARTMENT
14. FIRST OBSERVER ASH TRAY
15. FIRST OBSERVER CUP HOLDER
16. FIRST OBSERVER FOOT REST
17. LUGGAGE RETAINER
18. FLIGHT OPERATIONS MANUAL
19. SECOND OBSERVER SEAT
20. EMERGENCY EQUIPMENT DIAGRAM HOLDER

HH 4562
M1-A00-25-021

Flight Compartment - Left Aft Outboard View
Figure 5



HH 5038
M1-A00-25-137

Flight Compartment - Right Aft Outboard View
Figure 6

The pilots handset holder is mounted aft on the center console.

Illuminated approach chart holders are mounted on each pilots control column.

A checklist holder is mounted above the pilots glareshield at the windshield center post. A second checklist is kept on the Flight Engineer/Second Officers table.

The compass correction card holder is mounted just below the compass on the windshield center post.

The crew information and emergency equipment diagram holders are mounted one above the other on the flight compartment door below the mirror.

The airworthiness, radio, and registration certificates holder is mounted on the left flight compartment panel above the Flight Engineer/Second Officers seat.

Flight crew oxygen mask modules are located in the pilots side consoles and under the Flight Engineer/Second Officers table.

The Flight Engineer/Second Officers table is located in zone 215. The table lid is hinged to permit access to storage space.

The left coat closet is located behind the first observers seat. The closet provides coat space for the flight crew and observers. The right coat closet and console are located aft of the Flight Engineer/Second Officers station in zone 215. This closet provides coat and hat space for the flight crew and observers.

The luggage compartment is located under the First Observers seat. The compartment provides storage space for approximately three pieces of luggage.

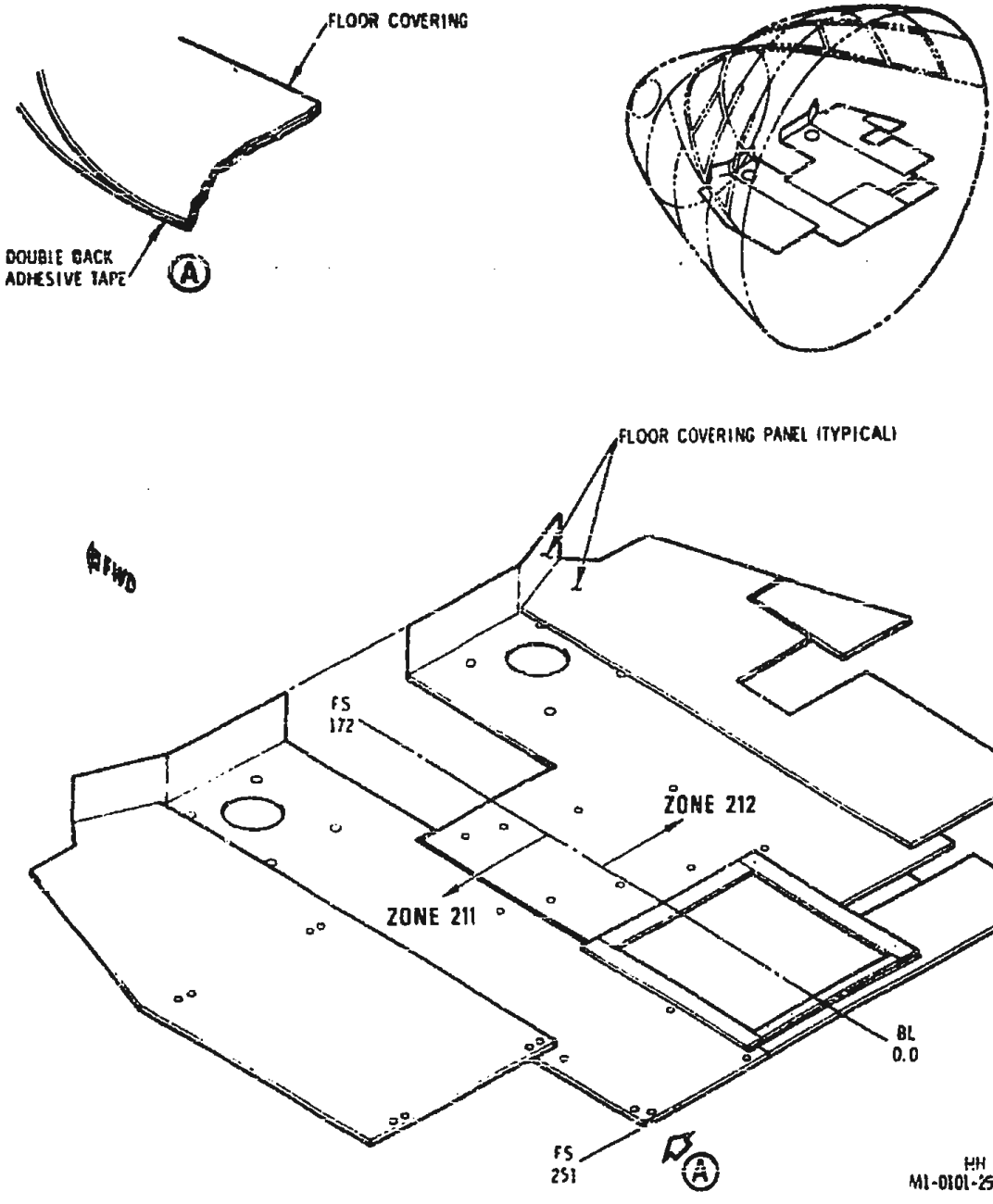
The First Observers oxygen mask stowage box is installed left of the First Observers seat.

Pilots headsets are stowed in the respective pilots side console. The Flight Engineer/Second Officers headset is stowed on a hook under the left side of the table.

2. Floor Covering

A. Description

The flight compartment floor covering (Ref. Fig. 7) consists of seven panels of rigid plastic/fabric laminate.



Flight Compartment Floor Covering
Figure 7

The floor covering is stainproof, fire-resistant, washable, colorfast, and skidproof.

The covering requires no special edging treatment.

The covering is secured by strips of double-face tape around the periphery of the panels. Corners created by flight compartment walls and floor panels are sealed by strips of nylon coving. The edge at the flight compartment door is secured by a threshold.

3. Pilots Sunvisors

A. Description and Operation

Sunvisors (Ref. Fig. 8) are provided for the Captain and First Officer. The visors are manually adjustable to provide shading relative to sunlight direction.

The sunvisors are mounted on tracks on the upper sill of the windshields. They may be positioned anywhere along the tracks by pulling the knob to release the friction lock, and may also be rotated about vertical and horizontal axes.

4. Pilots Eye Position Locator

A. Description and Operation

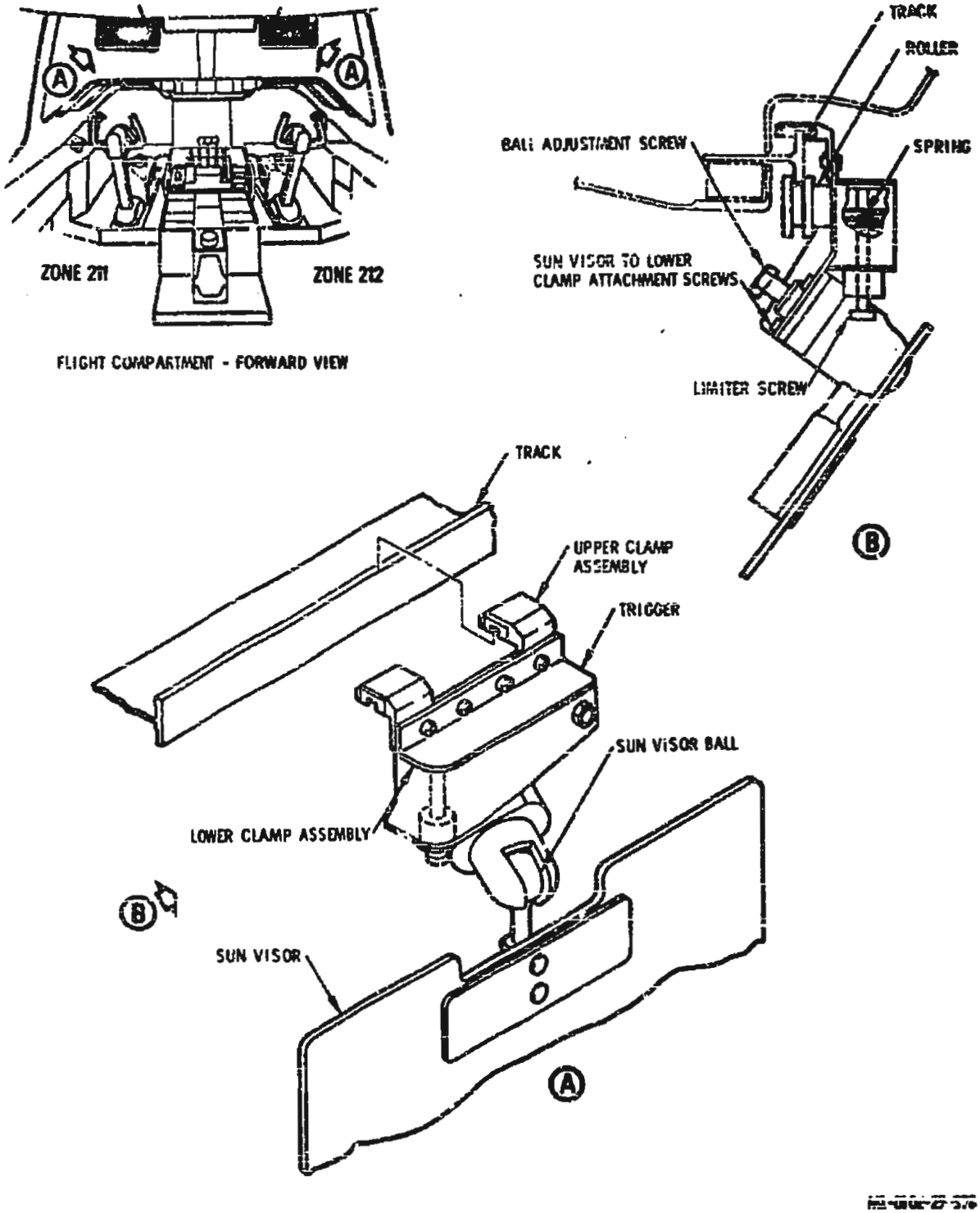
The pilots eye position locator (Ref. Fig. 9 and 10) is an illuminated two-way sighting device. The locator is mounted below the compass on the flight station windshield center post.

An autotransformer reduces 115V ac input to 5V ac output to provide power to light the locator (Ref. Fig. 10). A control switch on the eyebrow panel above the windshield completes the 5V ac circuit from the autotransformer to the lamp in the eye locator.

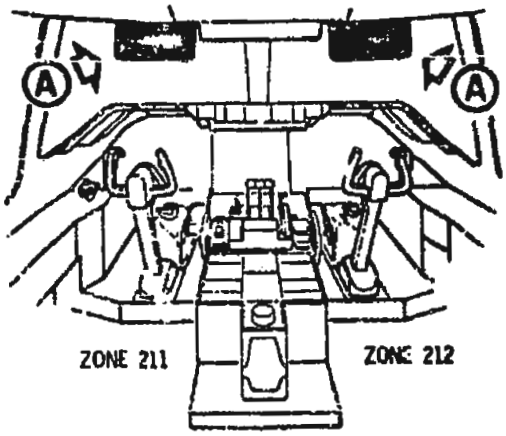
The Captain and First Officer adjust their seats to the position that enables them to align with the locator. In this "design eye position" the pilots have maximum interior and exterior visibility.

5. Flight Operation Manual Stowage Container

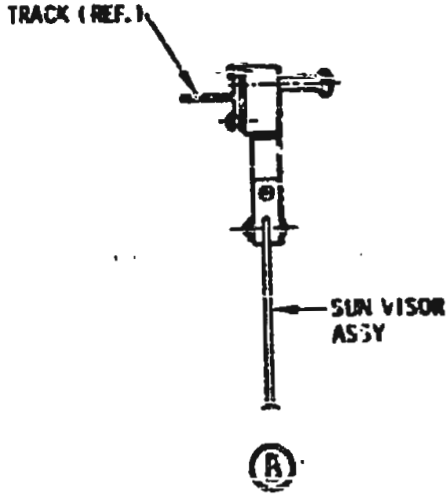
A. Description

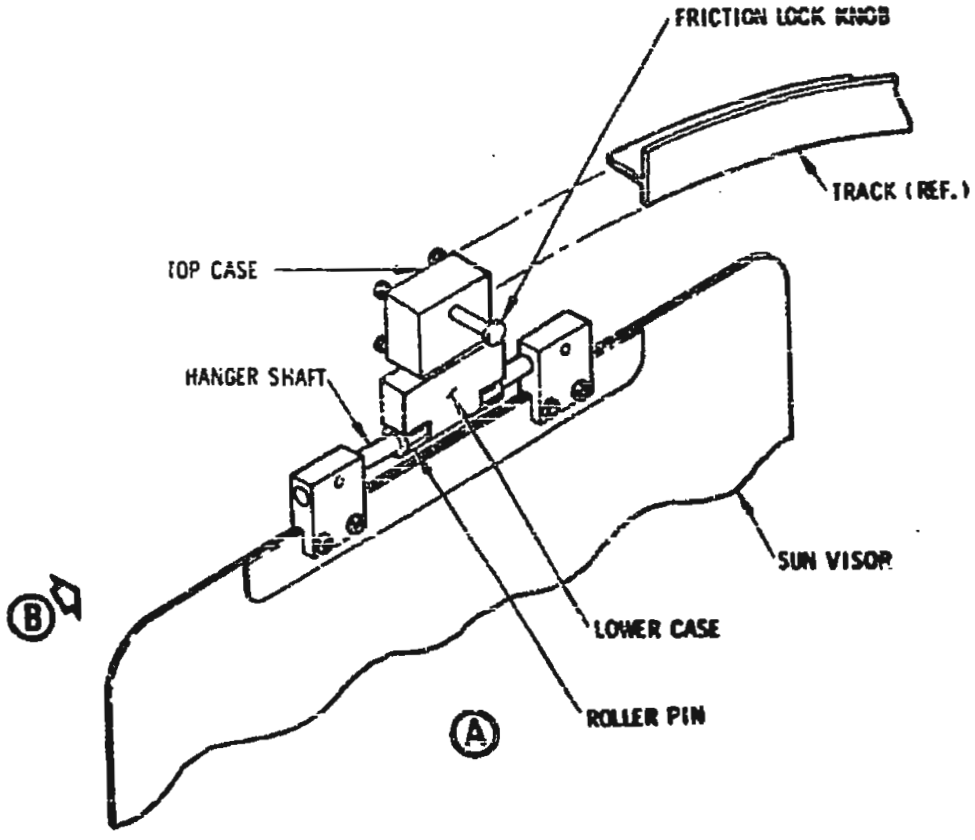


Pilots Sunvisors
Figure 8



FLIGHT COMPARTMENT
FORWARD VIEW





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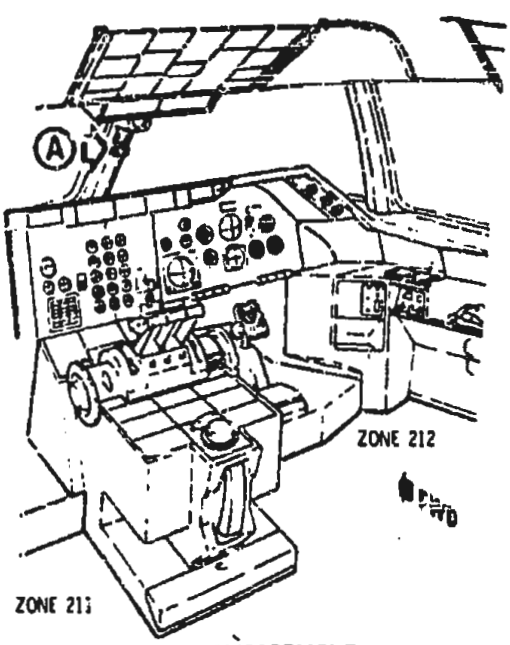
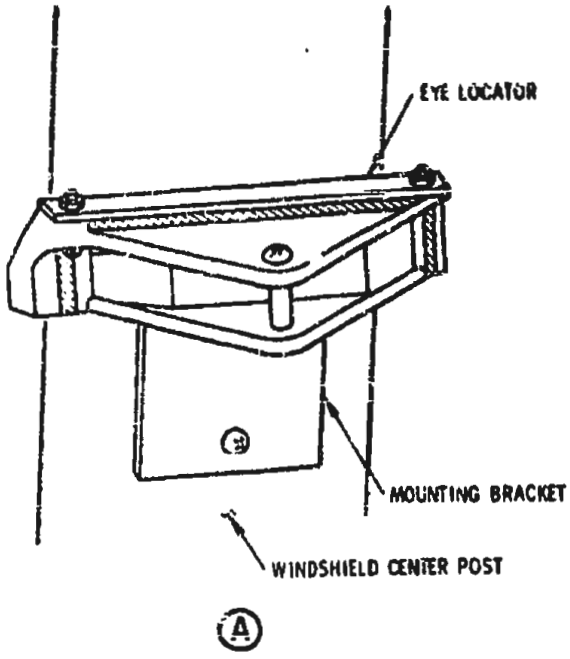
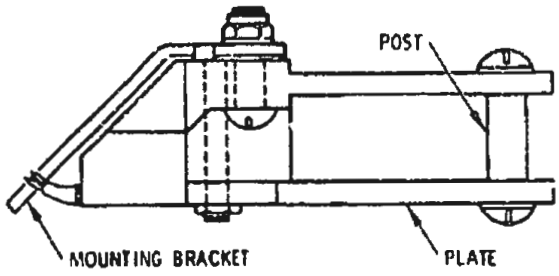
R
R

Pilots Sunvisors
Figure 8

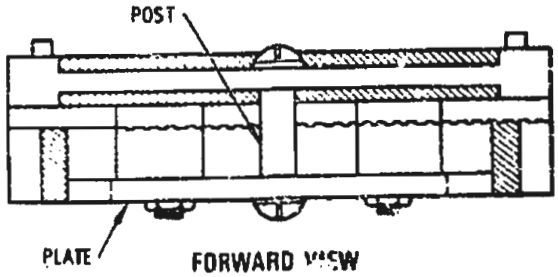


FLIGHT COMPARTMENT





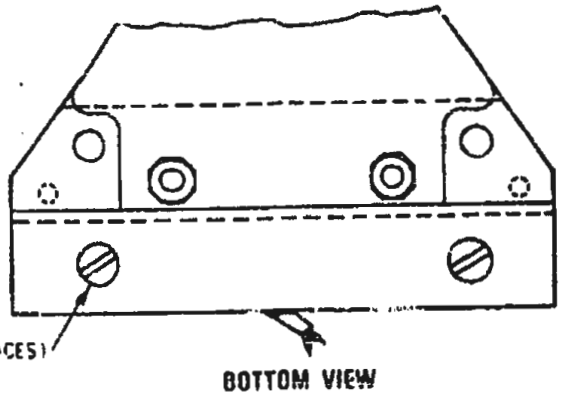
SIDE VIEW



FORWARD VIEW

NOTE

CROSS-HATCHED AREAS ARE LIGHT EMITTING SURFACES



BOTTOM VIEW

M1-0101-25-114

R Pilots Eye Position Locator
R Figure 9

The flight operation manual stowate container (Ref. Fig. 11) is located aft of the First Observers seat in zone 211. A retainer strap is provided to secure the manual. This container is a moulded fiber glass box.

The container is secured to the luggage compartment frame and coat closet panel by screws.

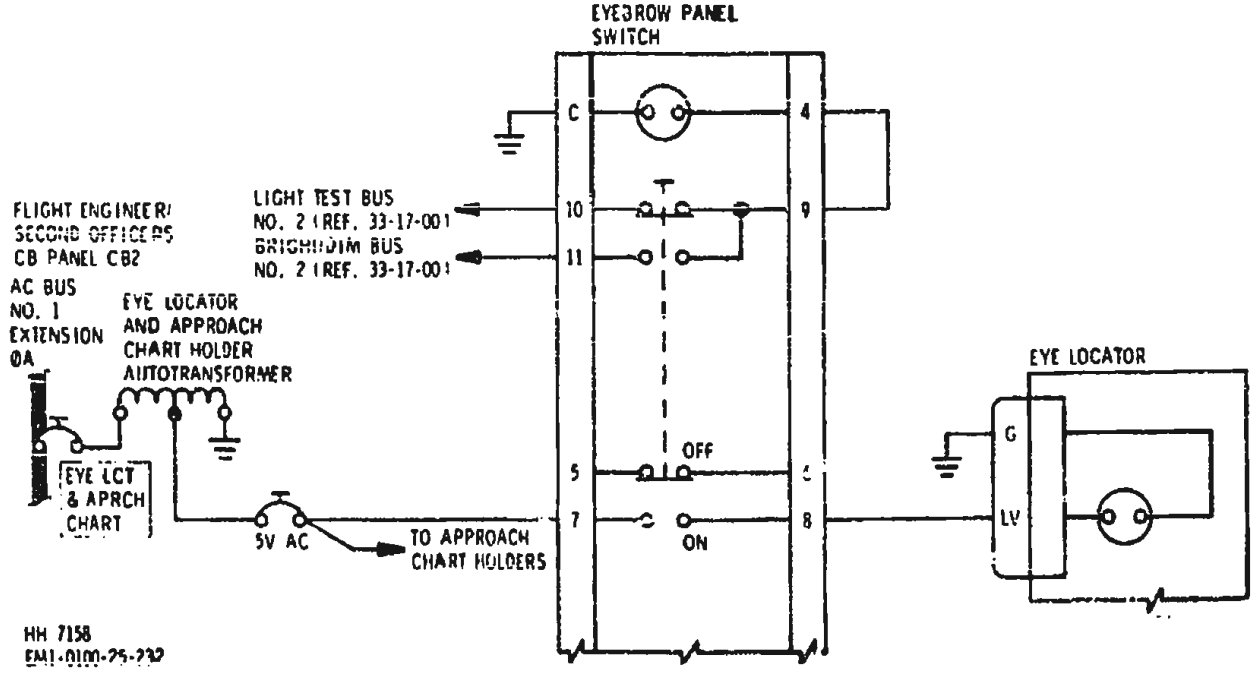
6. Electrical Service Outlet

A. Description

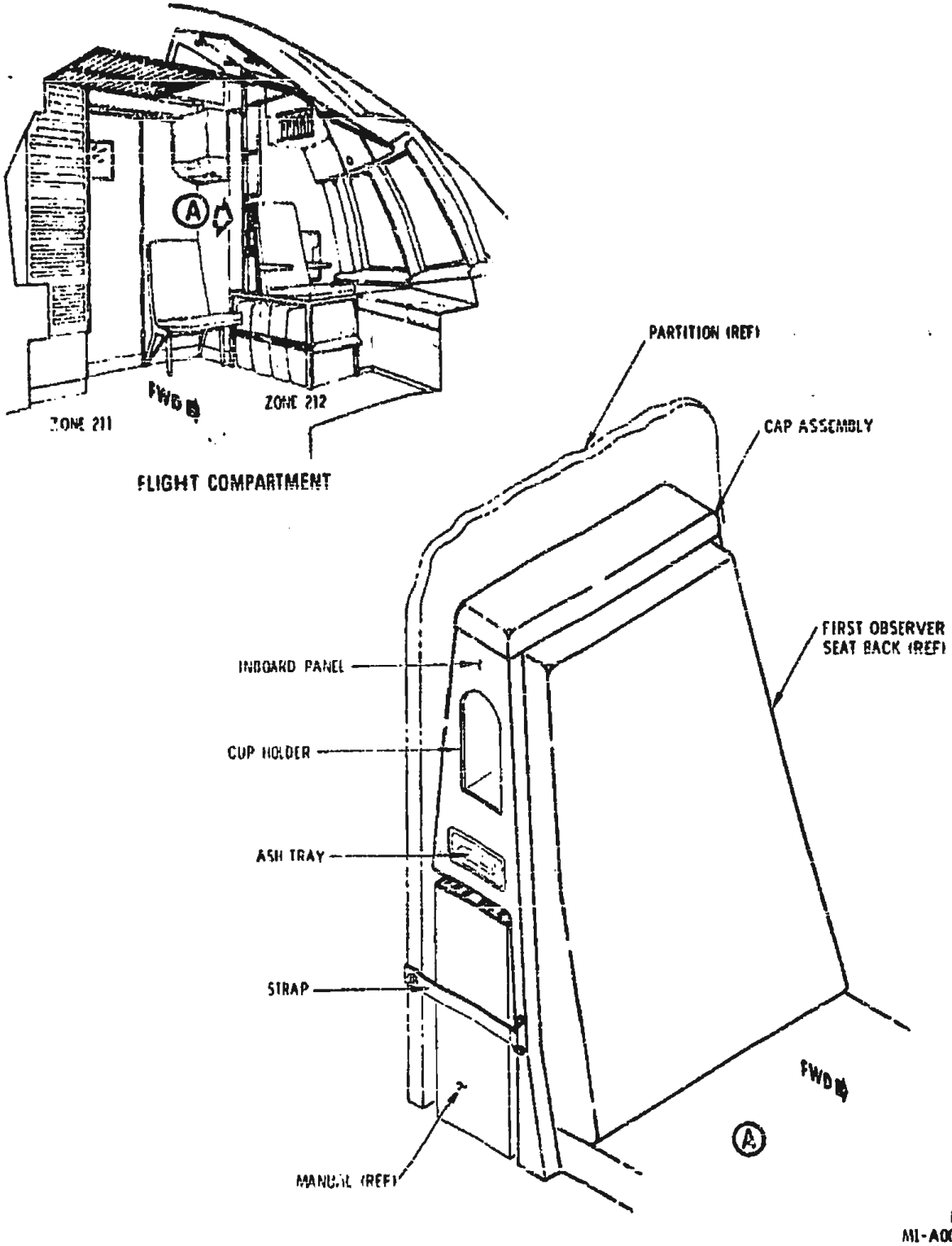
Two electrical service outlets are provided in the flight compartment. The outlets are located on the lower forward panel inside the right coat closet.

One outlet provides 115V ac for general cleaning implements. This outlet is a three-wire, nonlocking unit. The center hole provides the hardware ground connection to the aircraft frame (Ref. Fig. 12). The outlet is connected to the galley circuit breaker panel ac bus (Ref. 25-31-00, Fig. 2).

The other outlet is wired for 28V dc to plug in test equipment used for checkout and servicing. This outlet is a



Pilots Eye Position Locator Electrical Schematic
Figure 10



Flight Operation Manual Stowage Container
Figure 11

two-conductor unit with a common ground return for both power and hardware.

7. Second Observer Equipment Stowage Container

A. Description

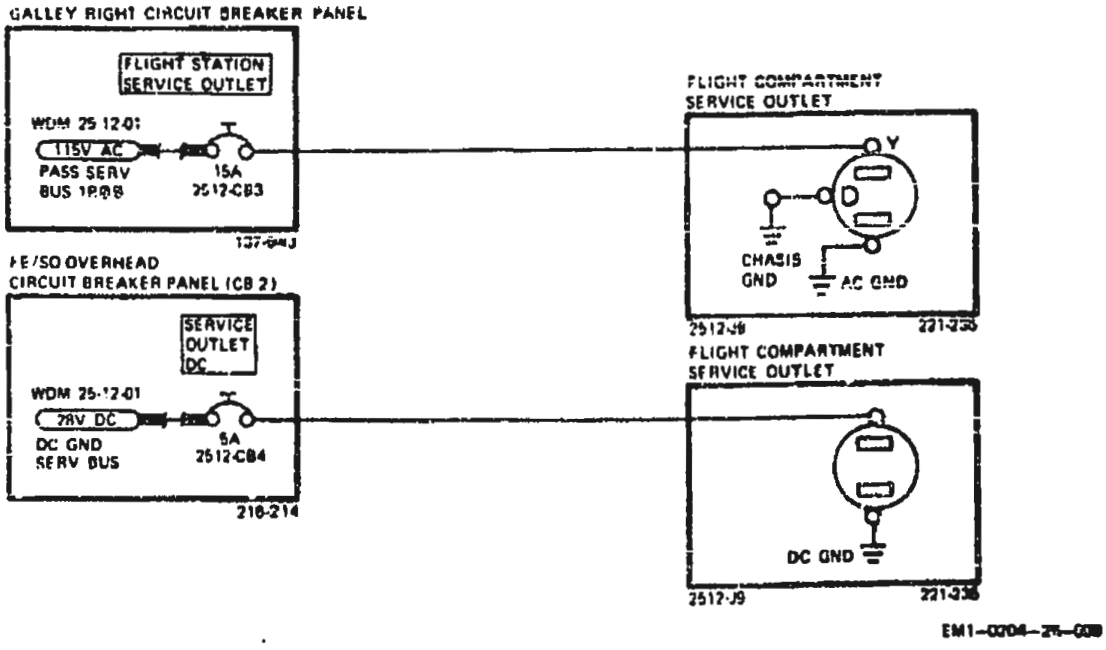
The Second Observers equipment container (Ref. Fig. 13) is a moulded fiber glass box. The container is secured by screws to the left flight compartment panel above the Second Observers seat.

The container houses the Second Observers oxygen mask, reading light, and cool air outlet.

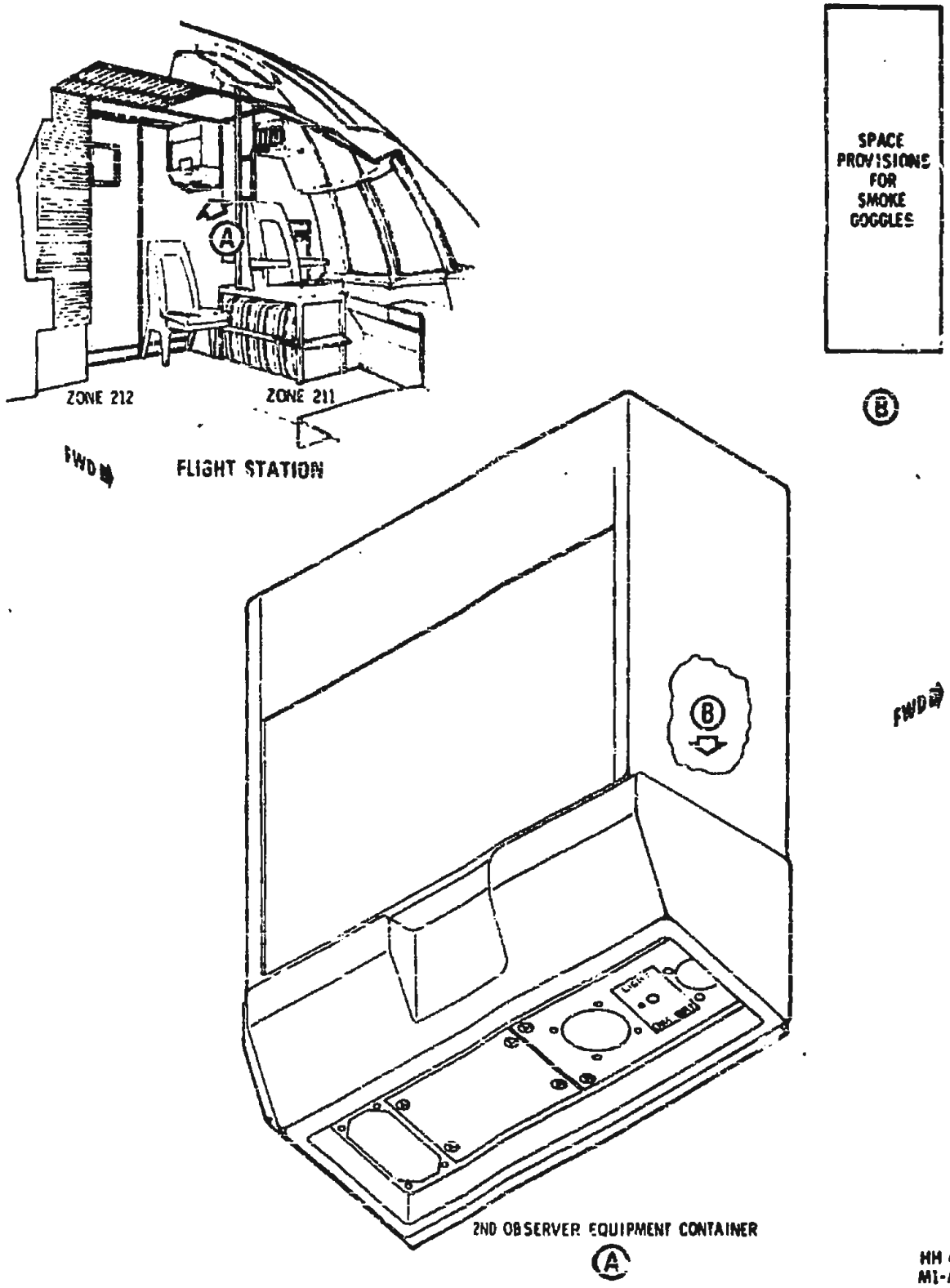
8. Flight Data Stowage

A. Description

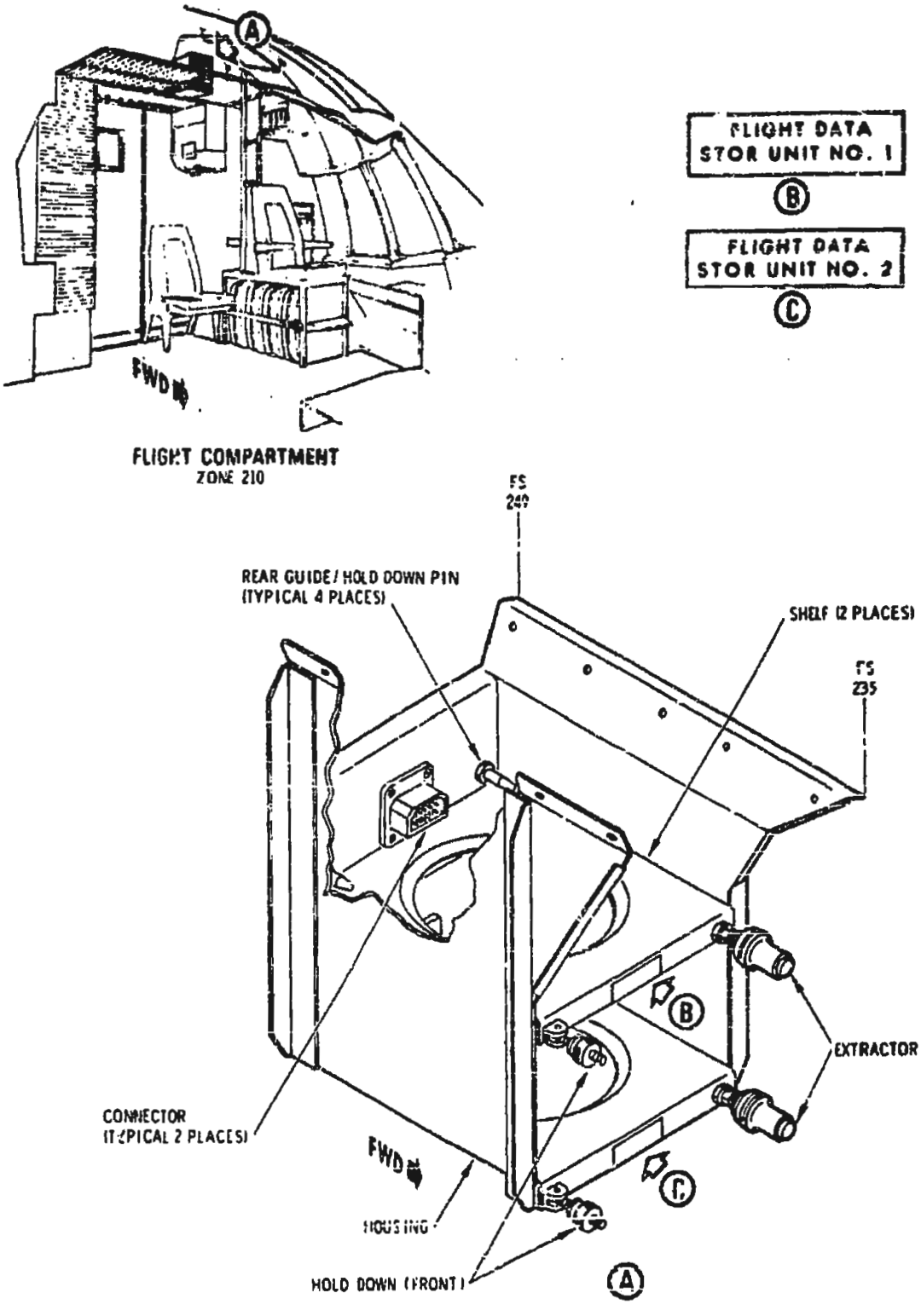
Flight data stowage units rack (Ref. Fig. 14) is an aluminum box secured to stringers by bolts. The box, accessible from the flight compartment, is located above the flight compartment door.



Flight Compartment Service Outlets Electrical Schematic
Figure 12



Second Observer Equipment Stowage Container
Figure 13



Flight Data Storage Units Rack
Figure 14

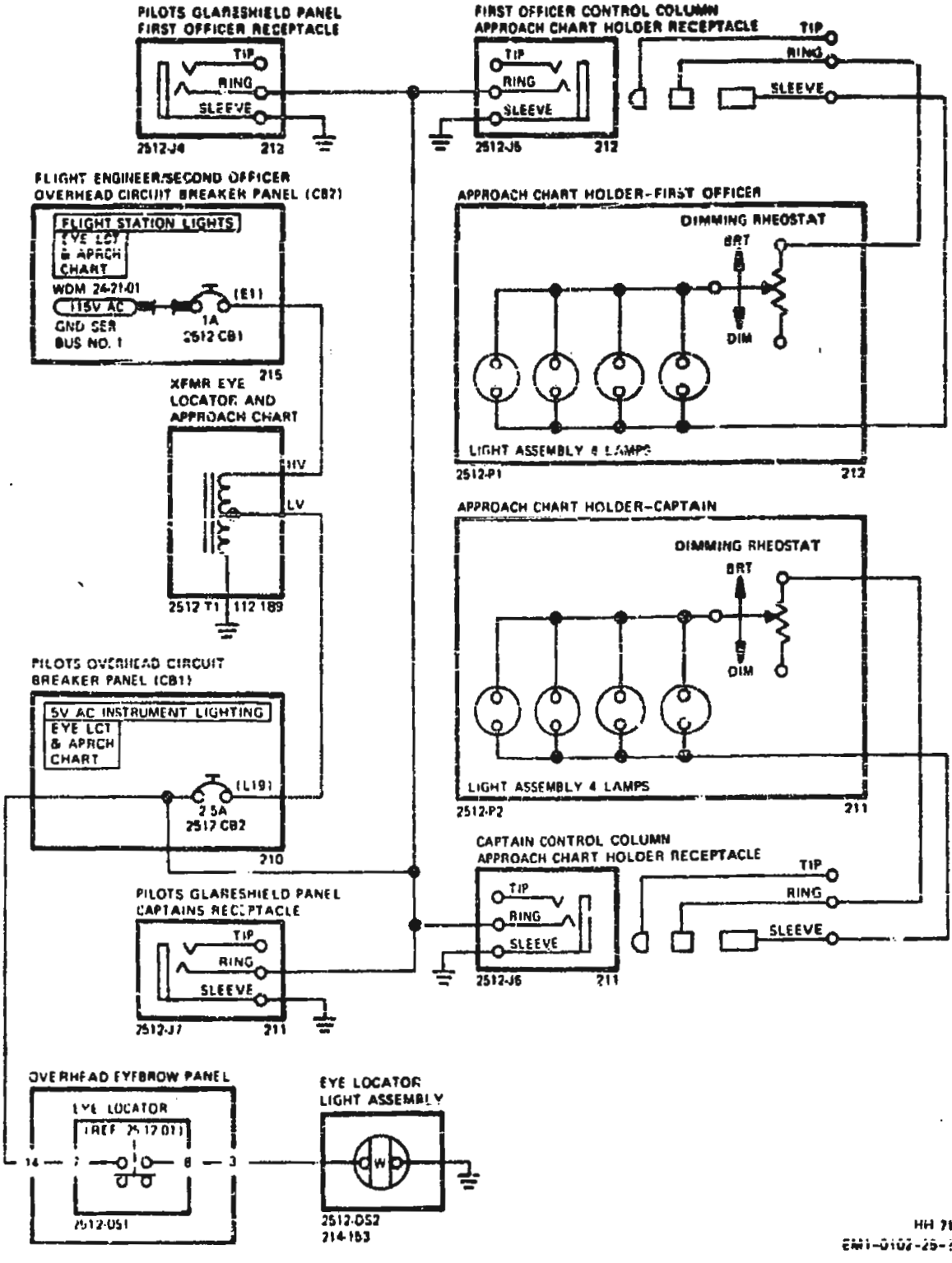
9. Approach Charts and Holders

A. Description

Two approach charts and four approach chart holders are provided in the flight station. One approach chart and two holders are for the Captain and the other approach chart and two holders are for the First Officer. One of the two chart holders for each pilot is attached to his side console and the other is attached to his control column.

The approach charts are similar to a clipboard. The charts are removable and have a plastic cover.

Each chart holder is wired to provide backlighting for the charts (Ref. Fig. 15). An autotransformer reduces 115V ac input 5V ac output to provide power for the lights. A rheostat in the light circuit adjusts light intensity.



Approach Chart Holders Electrical Schematic
Figure 15

R MISCELLANEOUS FLIGHT COMPARTMENT EQUIPMENT - FAULT ISOLATION

R 1. General

R The diagrams and schematics in this section can be used for fault isolation any time a fault is reported or suspected. The PREREQUISITES listed at the top of each fault isolation diagram must be satisfied prior to starting fault isolation. Uncommon abbreviations are defined on the using fault code diagram or schematic.

R If the flight crew reports a trouble using a fault code number, the code number can be found in the Fault Isolation Reference Table in the Chapter 25 Fault Code Index. The index specifies the exact maintenance manual section, fault isolation diagram, and block number on the diagram where the fault isolation procedure should start. Schematics are included at the end of the section to supplement the fault code diagrams or as an aid in isolating a problem not covered on the diagrams.

R Refer to the Maintenance Manual Introduction for a more detailed discussion of the Fault Isolation Reporting Method (FIRM) and use of fault isolation diagrams/schematics.

R 2. Fault Isolation/Identification

R Table 101 lists the fault isolation diagrams and schematics in this section.

R Table 101

FIGURE	TITLE
101	Component Location Index
102	Component Locator Diagram
103	Flight Compartment Miscellaneous Defective Equipment

COMPONENT	QTY	AREA/ACCESS	REFERENCE
BAGGAGE STRAP	1	FLIGHT COMPARTMENT	
CHART HOLDER	1	FLIGHT COMPARTMENT	25-12-13
GLARESHIELD	1	FLIGHT COMPARTMENT	
MICROPHONE HOLDER	1	FLIGHT COMPARTMENT	25-12-12
SWITCHGUIDE - FUEL AND IGNITION	1	FLIGHT COMPARTMENT	
SUN VISOR	2	FLIGHT COMPARTMENT	25-12-03

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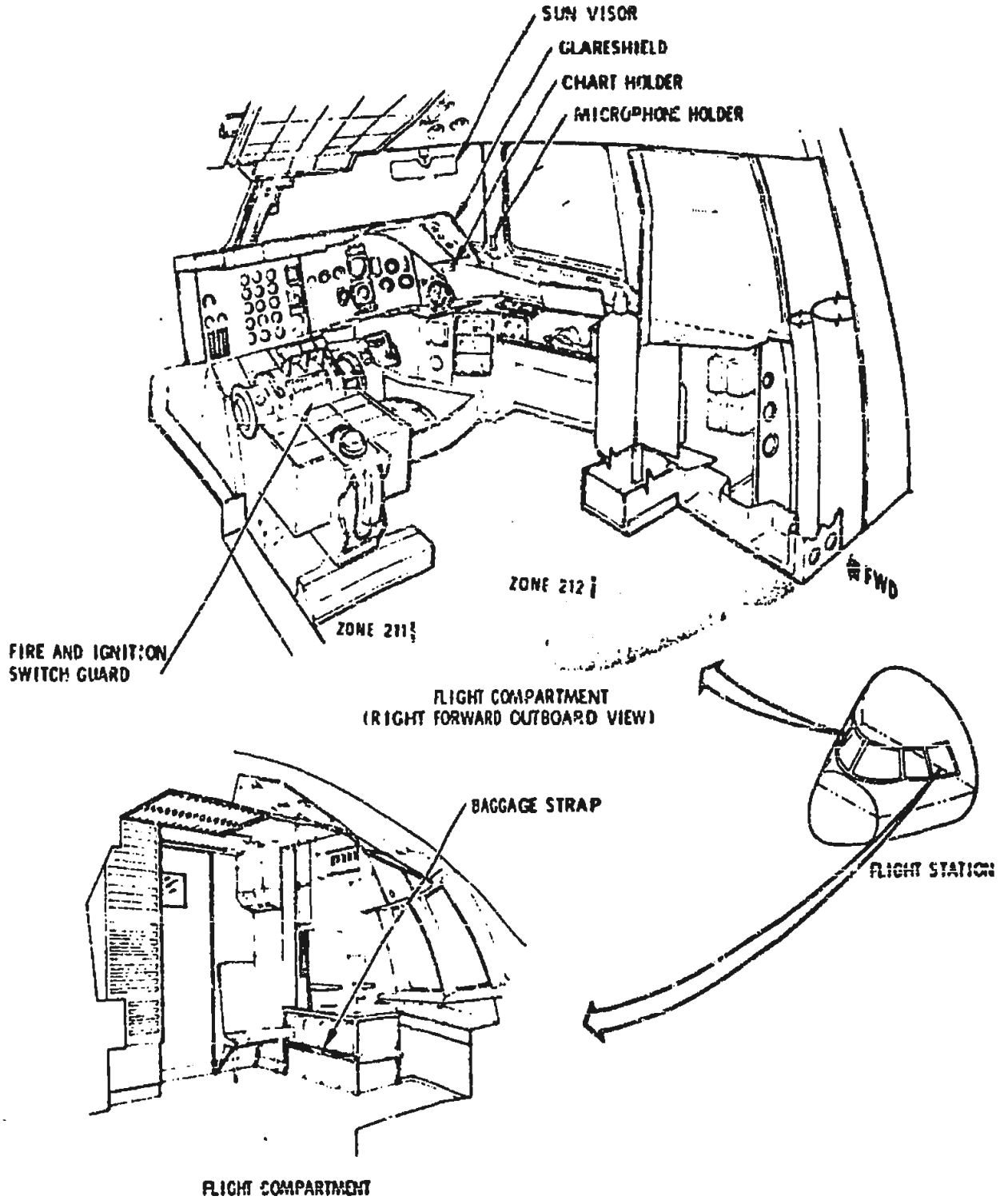
Component Location Index
Figure 101

EFFECTIVITY: ALL

R R R 001B



M1-0000-25-2234

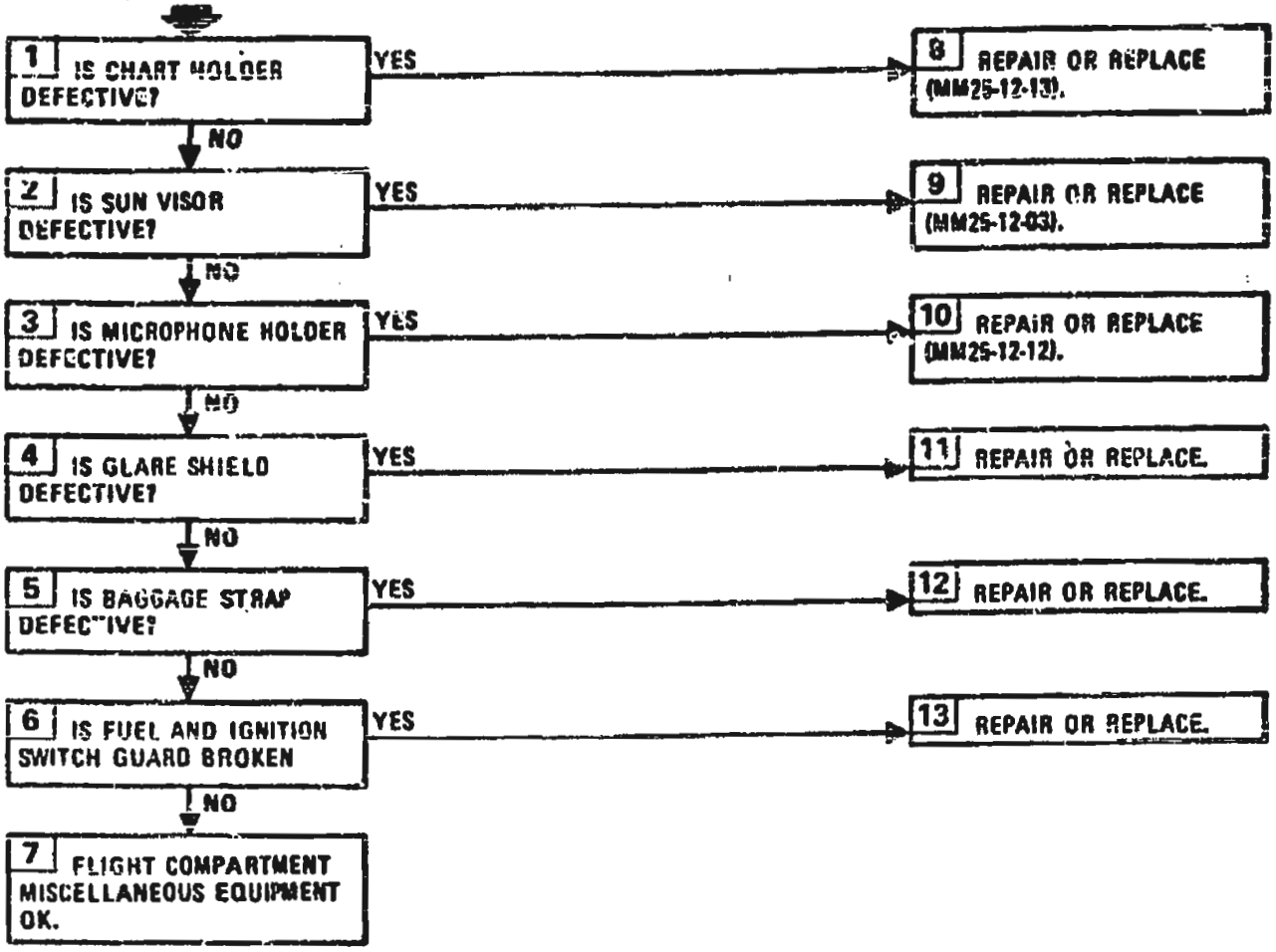
R R Component Locator Diagram
Figure 102

R R EFFECTIVITY: ALL

001B

FLIGHT COMPARTMENT MISCELLANEOUS EQUIPMENT

PREREQUISITES
NONE



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R R Flight Compartment Miscellaneous Defective Equipment
Figure 103

R R 001B EFFECTIVITY: ALL

FLIGHT COMPARTMENT FLOOR COVERING REMOVAL AND INSTALLATION

1. General

The flight compartment floor covering consists of segmental rigid plastic/fabric laminate. The covering is secured by double-face tape, installed diagonally and around the periphery of the floor covering. The floor covering is partially sealed by nylon coving on the aft side. The edge at the flight compartment door, and around the access door on the floor, are secured by trim strips (Ref. Fig. 401).

2. Equipment and Materials

Double-face tape (2.75 inches wide) LAC Spec C-24-1257, or equivalent

3. Referenced Procedures

25-11-01	Captains Seat Assembly - Removal and Installation
25-11-02	First Officers Seat Assembly - Removal and Installation
25-11-03	Flight Engineer/Second Officers Seat Assembly - Removal and Installation
25-12-25	Left Luggage Compartment - Removal and Installation
52-53-01	Flight Compartment Below-Deck Access Door Covering - Removal and Installation

4. Removal/Installation

A. Removal

(1) Remove Captains seat (Ref. 25-11-01).

(2) Remove First Officers seat (Ref. 25-11-02).

(3) Remove Flight Engineer/Second Officers seat (Ref. 25-11-03).

(4) Remove left luggage compartment (Ref. 25-12-25).

(5) Remove coving.

R NOTE: Coving is attached with double-face tape.

R (6) Remove covering from below-deck access door (Ref. R 52-53-01).

R (7) Remove and discard all floor covering.

R (8) Remove and discard double-face tape.

R B. Installation

R (1) Remove foreign material from surface of floor panels, R and sidewalls where coving is applied.

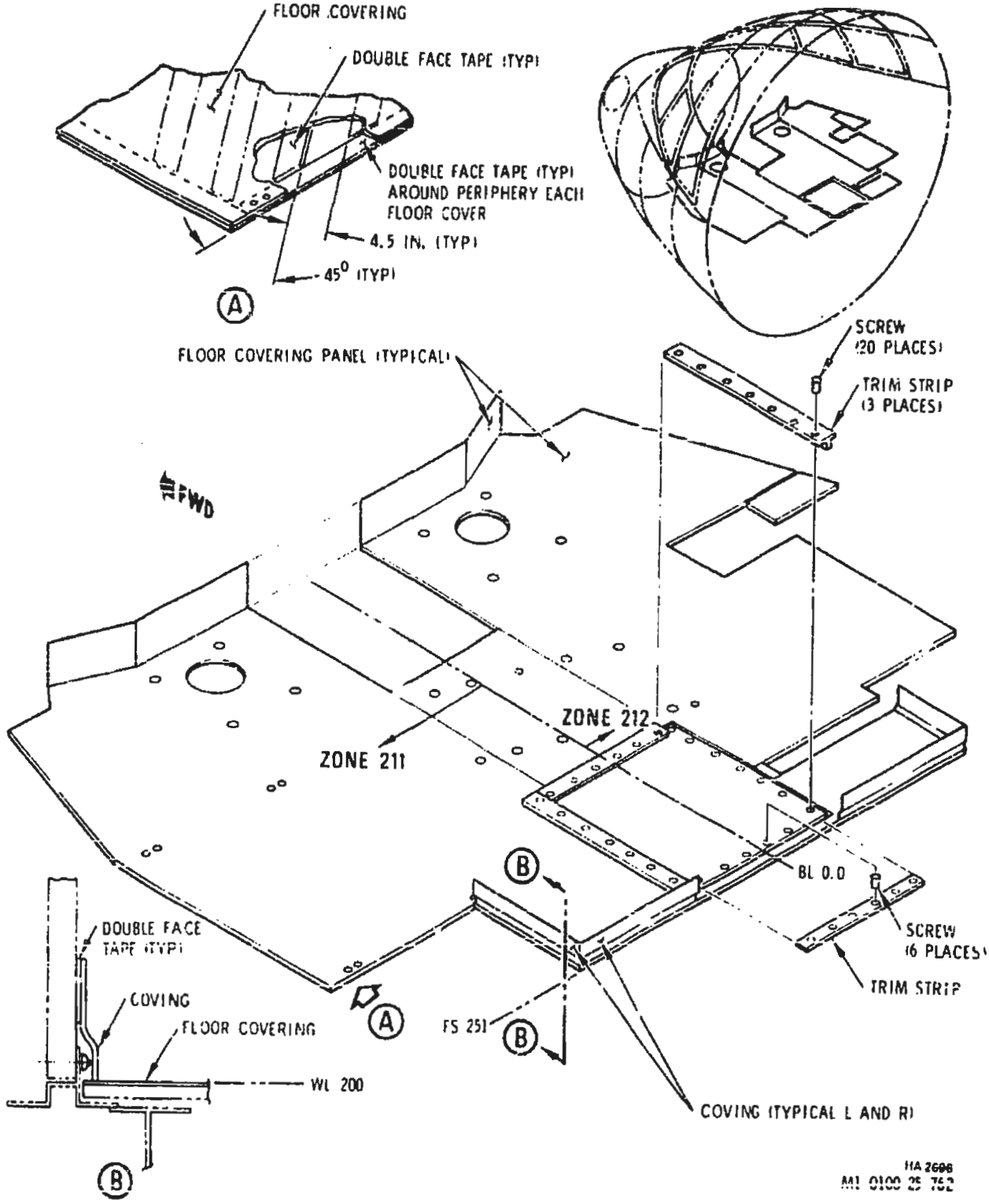
R (2) Install double-face tape diagonally and around R periphery of floor panels (Ref. Fig. 401).

R (3) Install floor covering segments to floor panels.

R (4) Press floor covering into position with foot pressure.

R (5) Install covering on below-deck access door (Ref. R 52-53-01).

R (6) Reinstall items removed in Step 4A(1 thru 5).



R Flight Compartment Floor Covering
R Removal and Installation
R Figure 401

R EFFECTIVITY: ALL

001E

FLIGHT KIT RETAINER STRAP - REMOVAL AND INSTALLATION

1. Removal/Installation

The flight kit retainer strap is located in the flight compartment aft of the Flight Engineer/Second Officers seat near the floor, zone 215 (Ref. Fig. 401).

A. Removal

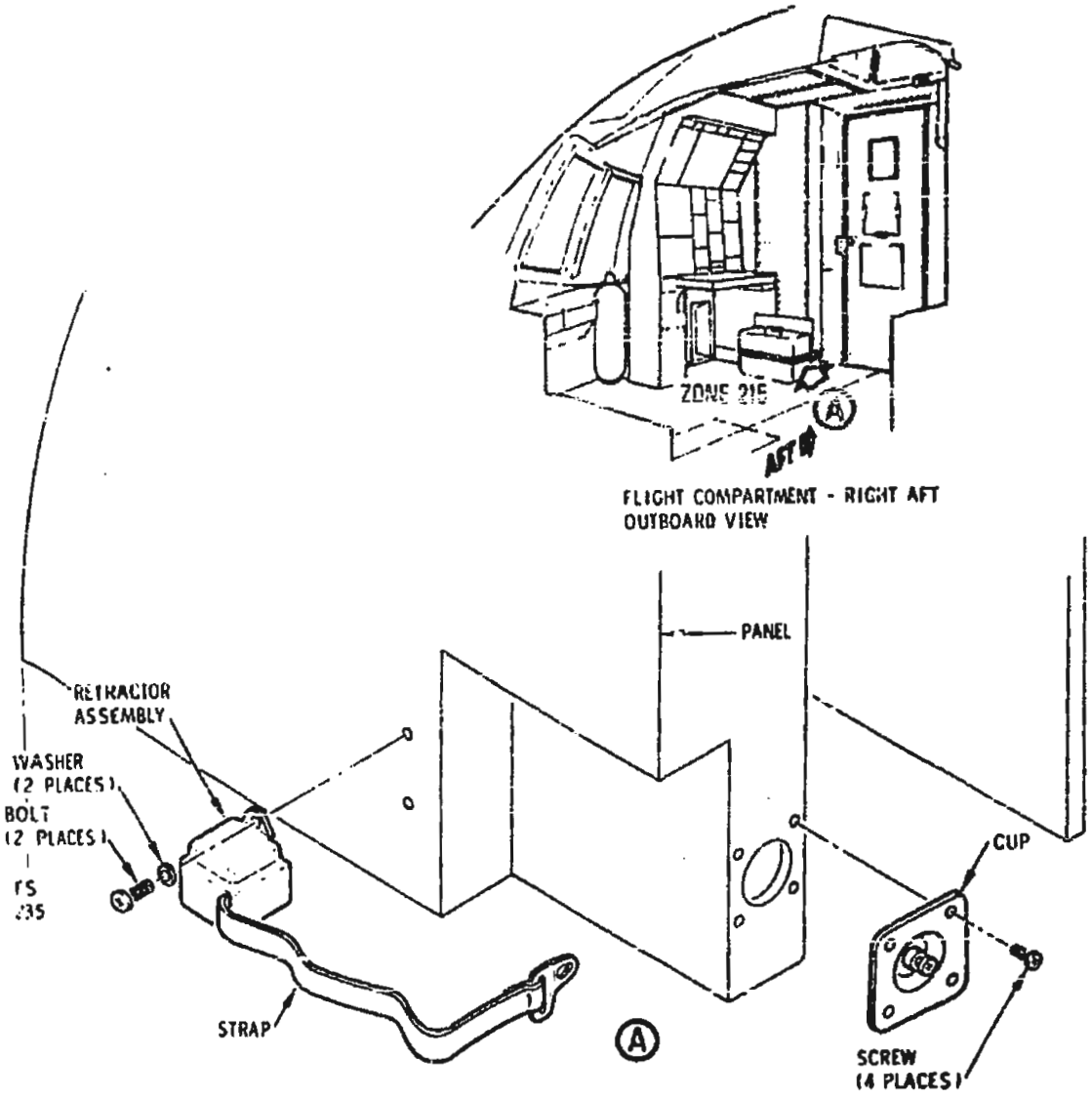
(1) Remove retractor strap assembly from partition.

(2) Remove cup assembly from partition.

B. Installation

(1) Install cup assembly on partition.

(2) Install retractor strap assembly on partition.



HH 8465
M1-0100-25-255

R Flight Kit Retainer Strap - Removal and Installation
R Figure 401

PILOTS SUNVISOR - REMOVAL AND INSTALLATION

1. General

The pilots sunvisor is a green plastic sheet attached to a spring-loaded clamp. A visor is mounted above the Captain and First Officers seats on a track above the windshield. The position of each visor can be changed by sliding the visor horizontally along the track, zones 211 and 212 (Ref. Fig. 401).

2. Removal/Installation

A. Removal

(1) Remove screws attaching upper and lower clamp assemblies.

(2) Remove sunvisor assembly from aircraft.

(3) Remove upper clamp from track.

B. Installation

(1) Install sunvisor to lower clamp assembly with screws.

(2) Adjust ball adjustment screw sunvisor ball operates freely in its socket, yet retains sunvisor in any selected position.

NOTE: Over-tightening screw may cause sunvisor to become damaged when attempting to swivel sunvisor.

(3) Loosen limiter screw to permit complete trigger travel. (The trigger spring loads roller against bottom of track.)

(4) Verify roller turns freely.

(5) Place upper clamp assembly in position on its track.

(6) Place sunvisor and lower clamp assembly to its installed position engaging roller to underside of track.

(7) Attach upper and lower clamp assemblies together with screws.

R (8) Carefully tighten limiter screw until it bottoms on
R underside of spring loaded trigger, then back off
R 1/8-turn.

R NOTE: Roller travel is limited on trigger pivot and
R the hanger is prevented from chattering (by deflecting the roller) when pushing sunvisor
R along track.

R The assembly will bind and trigger plate may be deformed if limiter screw has been over-tightened.

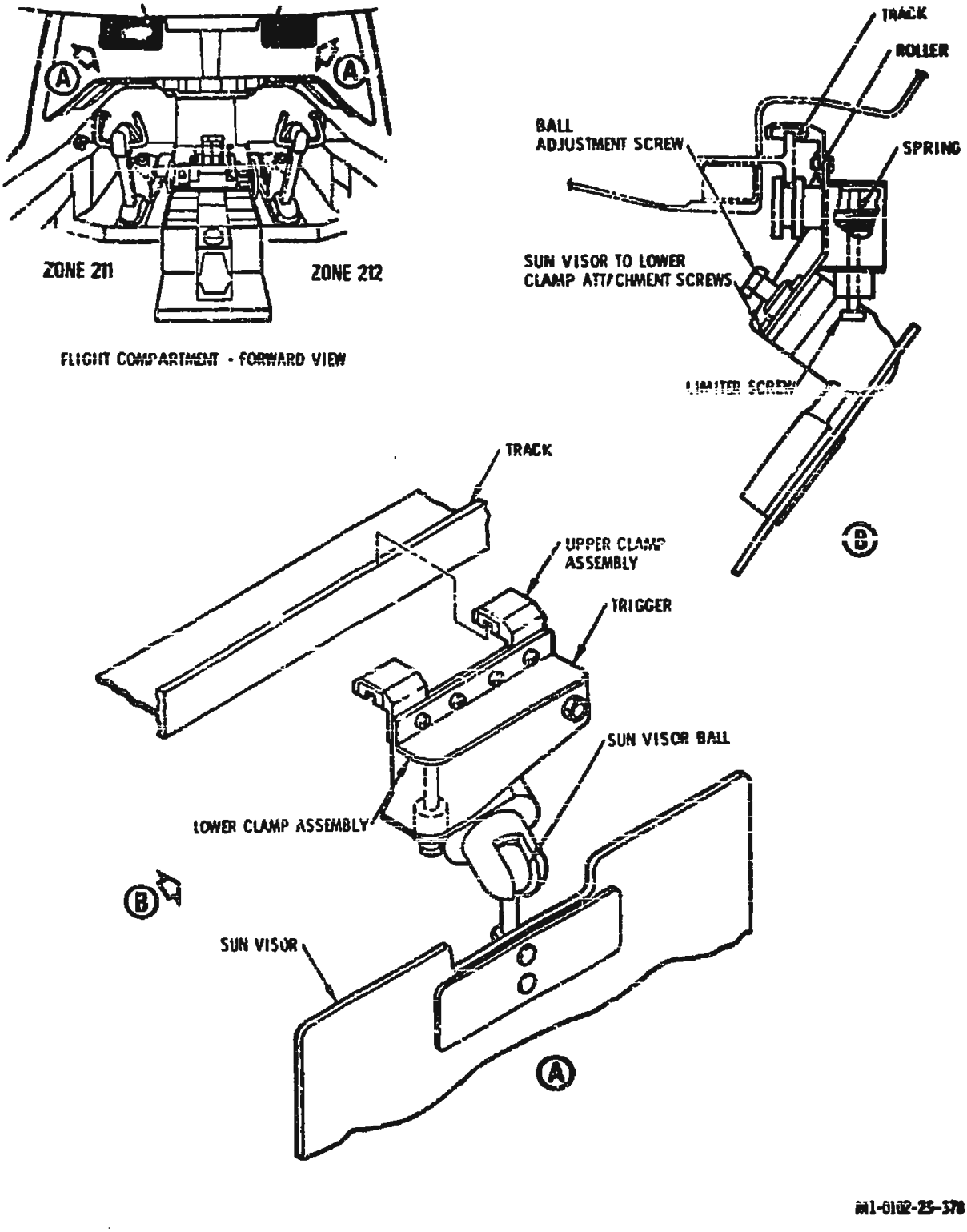
3. Panel Replacement

A. Removal

(1) Remove screws attaching sunvisor panel to sunvisor ball, and remove panel from aircraft.

B. Installation

(1) Position sunvisor on sunvisor ball, and install attachment screws.



FLIGHT COMPARTMENT - FORWARD VIEW

M1-0102-25-378

R Pilots Sunvisor - Removal and Installation
R Figure 401

EFFECTIVITY: PN 1592008-101

PILOTS SUNVISOR - REMOVAL AND INSTALLATION

1. General

The pilots sunvisor is a green plastic sheet attached to a two-piece hanger with rollers. A visor is mounted above the Captain and First Officer seats on a track above the windshield (zones 211 and 212). The position of each visor can be changed by pulling the friction lock knob and sliding the visor horizontally along the track. The visor is also adjustable about the vertical and horizontal axes (Ref. Fig. 401).

2. Equipment and Materials

Loctite - MIL-S-22473 Grade AU Retainer Compound

Adhesive, Epoxy Resin - B.F. Goodrich Co.

CR Swivel assembly, Mfg. P/N 10201002-1

CR Blade assembly, Mfg. P/N E03030

CR NOTE: The combination of these two assemblies will make a
CR complete sunvisor assembly that can be installed or
CR removed from the sunvisor slide rails without any
CR disassembly.

3. Removal/Installation

A. Removal

(1) Remove upper sill trim panel (aft of No. 1 windshield post).

(2) Loosen sill trim panel fasteners located forward of No. 1 windshield post.

(3) Gain access to sunvisor track fasteners.

(4) Remove No. 1 windshield post trim.

(5) Remove screw located at aft end of track.

(6) Remove screw holding stop on track.

(7) Slide stop off track.

NOTE: The stop is bonded to the track and tapping is necessary to remove stop from the track.

(8) Grasp aft end of track, pull downward and inboard, then pull sunvisor friction lock knob and slide assembly off track.

(9) Remove sunvisor assembly from aircraft.

B. Installation

NOTE: For initial installation of sunvisor (B67716) ensure a 0.31 inch minimum clearance between sunvisor track and overhead panels. This clearance can be achieved by removing track attach screws and shimming track vertically as required. Add shims as required at three track support brackets to align track so lower edge of sunvisor is parallel to aft edge of pilots glareshield.

(1) Grasp aft end of track, pull downward and inboard, and align sunvisor track rollers into track; pull friction lock knob and slide assembly into track.

(2) Reinstall stop removed in Step 3A(7) using epoxy resin adhesive.

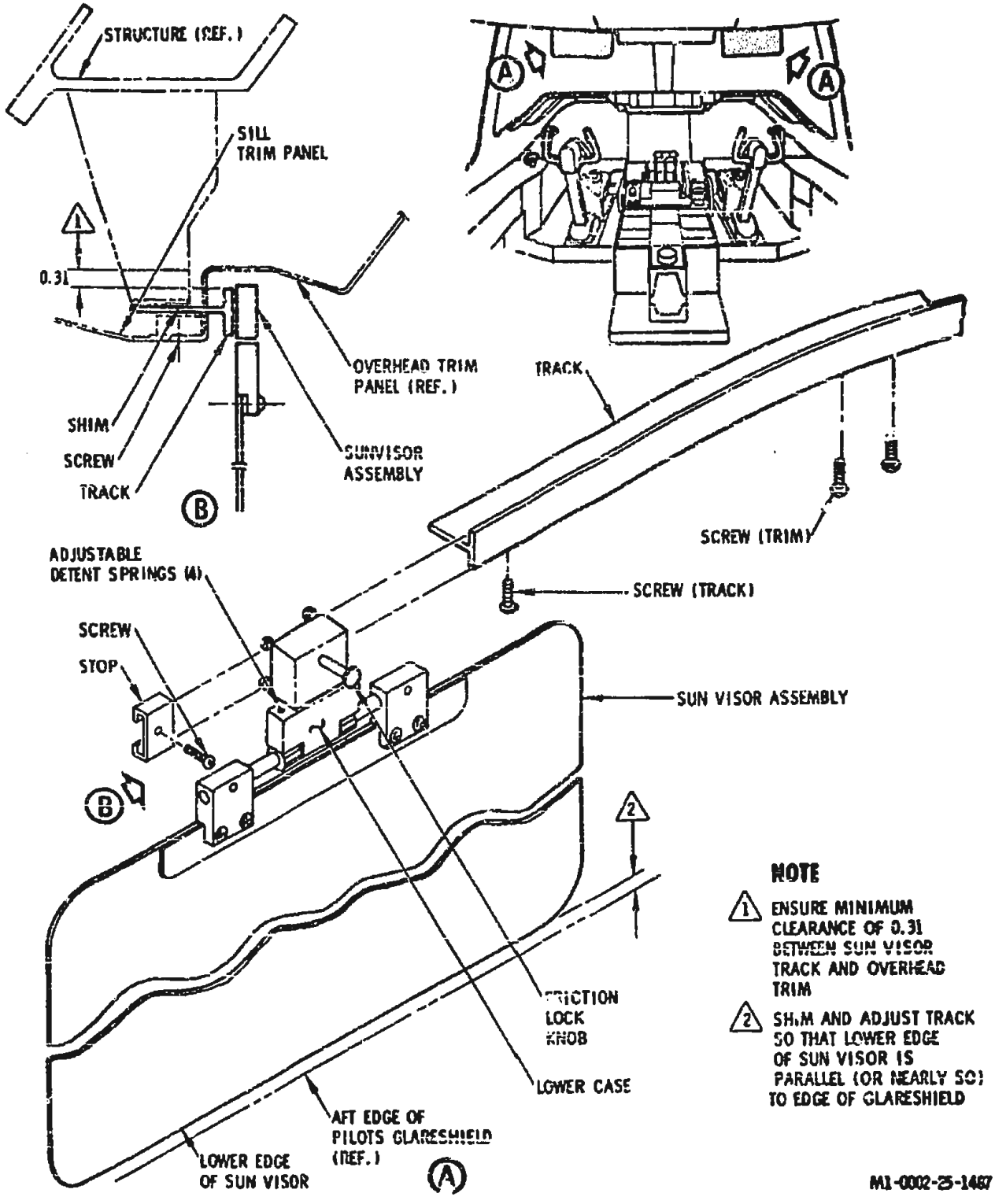
(3) Reinstall screw into stop using Loctite.

(4) Reinstall track fasteners and replace trim panel.

CAUTION: DO NOT OVERTIGHTEN DETENTS.

(5) Check sunvisor for proper operation:

R If sunvisor in stowed position rotates down too rapidly
R or sunvisor requires excessive force to pivot about its
R horizontal axis, remove (4) 1/16 inch allen screws then
R replace them running all four screws in evenly counting
R turns. Continue turning in (4) allen screws
R (accessible from top of lower case when upper case is
R rotated 90°) until detent pins make contact with
R rollers. Adjust screws until visor can be moved by
R pressing lower edge with approximately 5 to 6 oz.
R detent breakaway pressure. Spring scale can be
R attached to lower edge of visor using two pressure
R blocks and a "C" clamp.



R Pilots Sunvisor - Removal and Installation
R Figure 401

EFFECTIVITY: PN 1592008-109

FLIGHT COMPARTMENT DOOR MIRROR - REMOVAL AND INSTALLATION

1. Removal/Installation

The flight compartment door mirror is mounted on the forward side of the flight compartment door, zone 210 (Ref. Fig. 401).

A. Removal

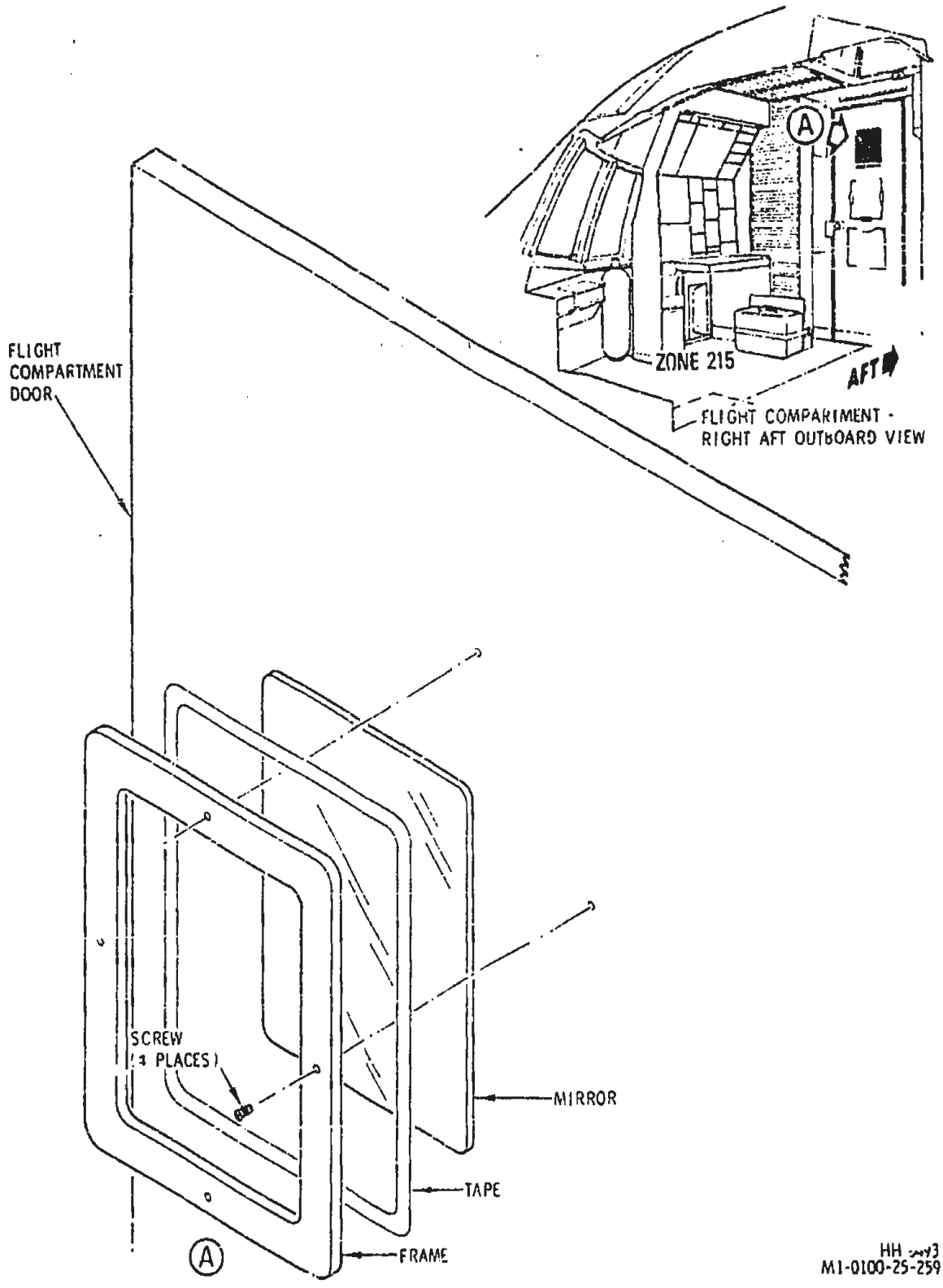
(1) Remove frame from door.

(2) Remove mirror from tape.

B. Installation

(1) Install mirror on tape.

(2) Install frame over mirror.



Flight Compartment Door Mirror - Removal and Installation
Figure 401

PILOTS EYE LOCATOR - REMOVAL AND INSTALLATION

1. Removal/Installation

The pilots eye locator is mounted on a bracket on the windshield center post, zone 210, (Ref. Fig. 401).

A. Removal

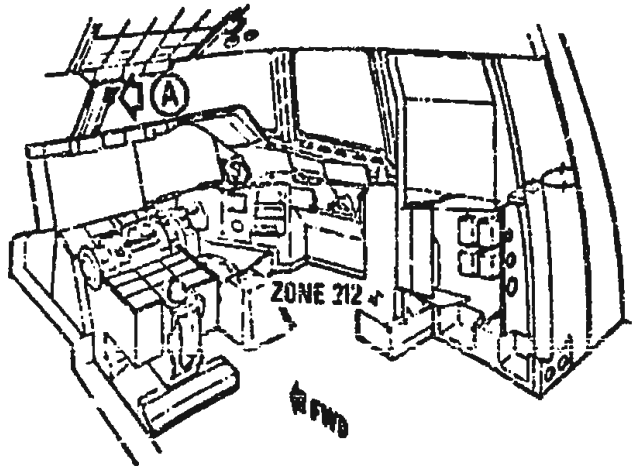
(1) Remove bolts attaching eye locator assembly to bracket.

(2) Remove eye locator assembly from bracket assembly.

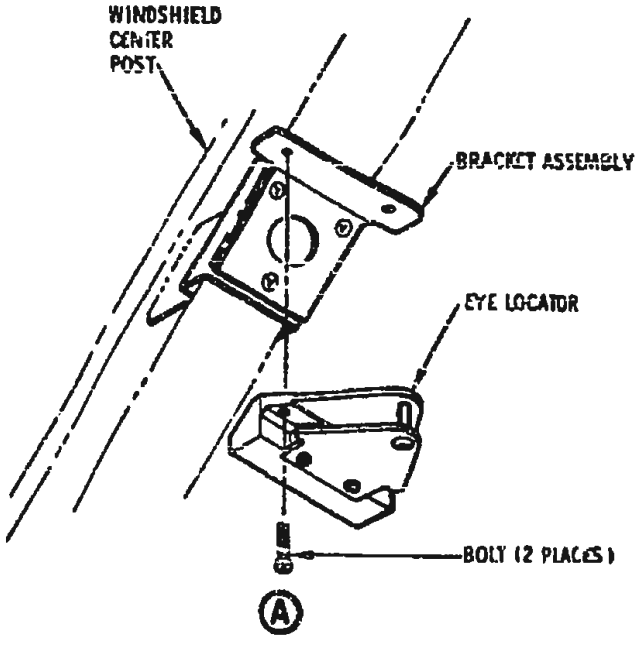
B. Installation

(1) Position pilots eye locator assembly on bracket.

(2) Install attaching bolts.



FLIGHT COMPARTMENT - RIGHT
FORWARD OUTBOARD VIEW



M1-0101-25-260

R Pilots Eye Locator - Removal and Installation
R Figure 401

PILOTS ASSIST HANDLE - REMOVAL AND INSTALLATION

1. Removal/Installation

The pilots assist handles are located on the pilots overhead console, one on each side, zones 211 and 212 (Ref. Fig. 401).

A. Removal

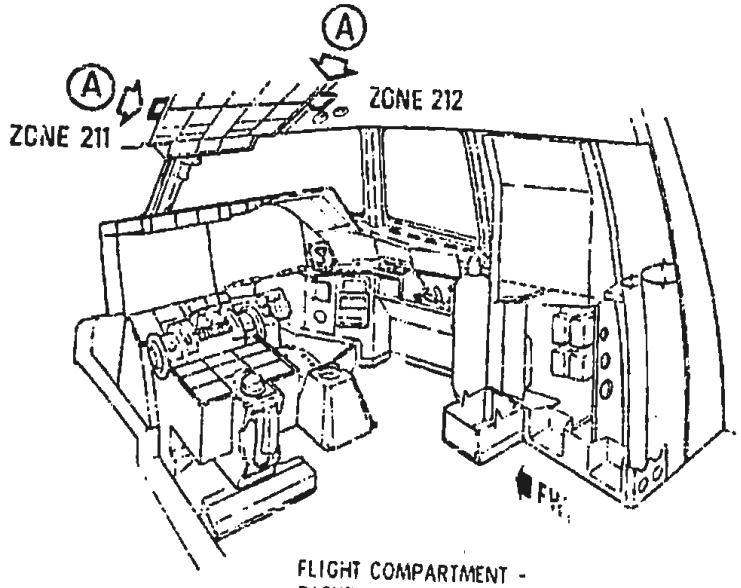
(1) Remove screws attaching brackets to pilots overhead console.

(2) Remove handle assembly from pilots overhead console.

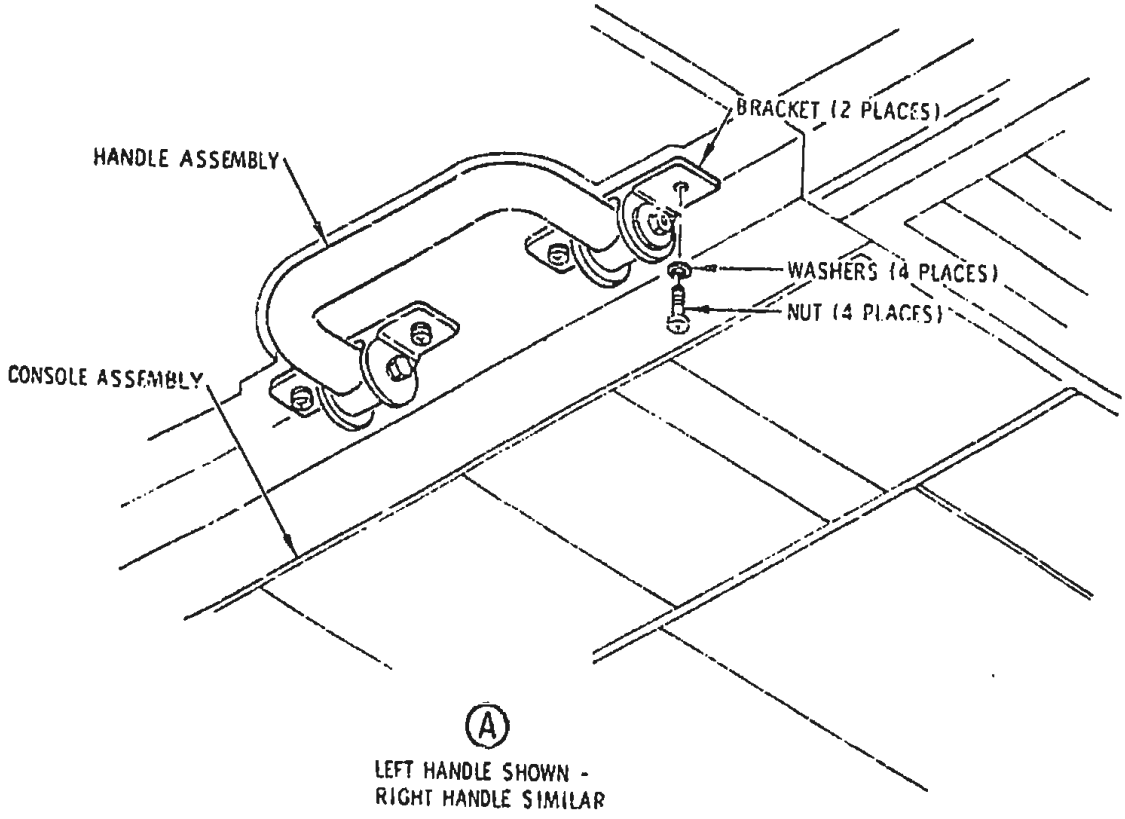
B. Installation

(1) Position handle assembly on pilots overhead console.

(2) Install screws attaching handle assembly to pilots overhead console.



FLIGHT COMPARTMENT -
RIGHT FORWARD OUTBOARD VIEW



LEFT HANDLE SHOWN -
RIGHT HANDLE SIMILAR

HH 8500
M1-0100-25-266

Pilots Assist Handle - Removal and Installation
Figure 401

PILOTS HANDSET HOLDER - REMOVAL AND INSTALLATION

1. General

The pilots handset holder is a three-pronged clip attached to the aft face of the pilots center console, zone 210, (Ref. Fig. 401).

2. Removal/Installation

A. Removal

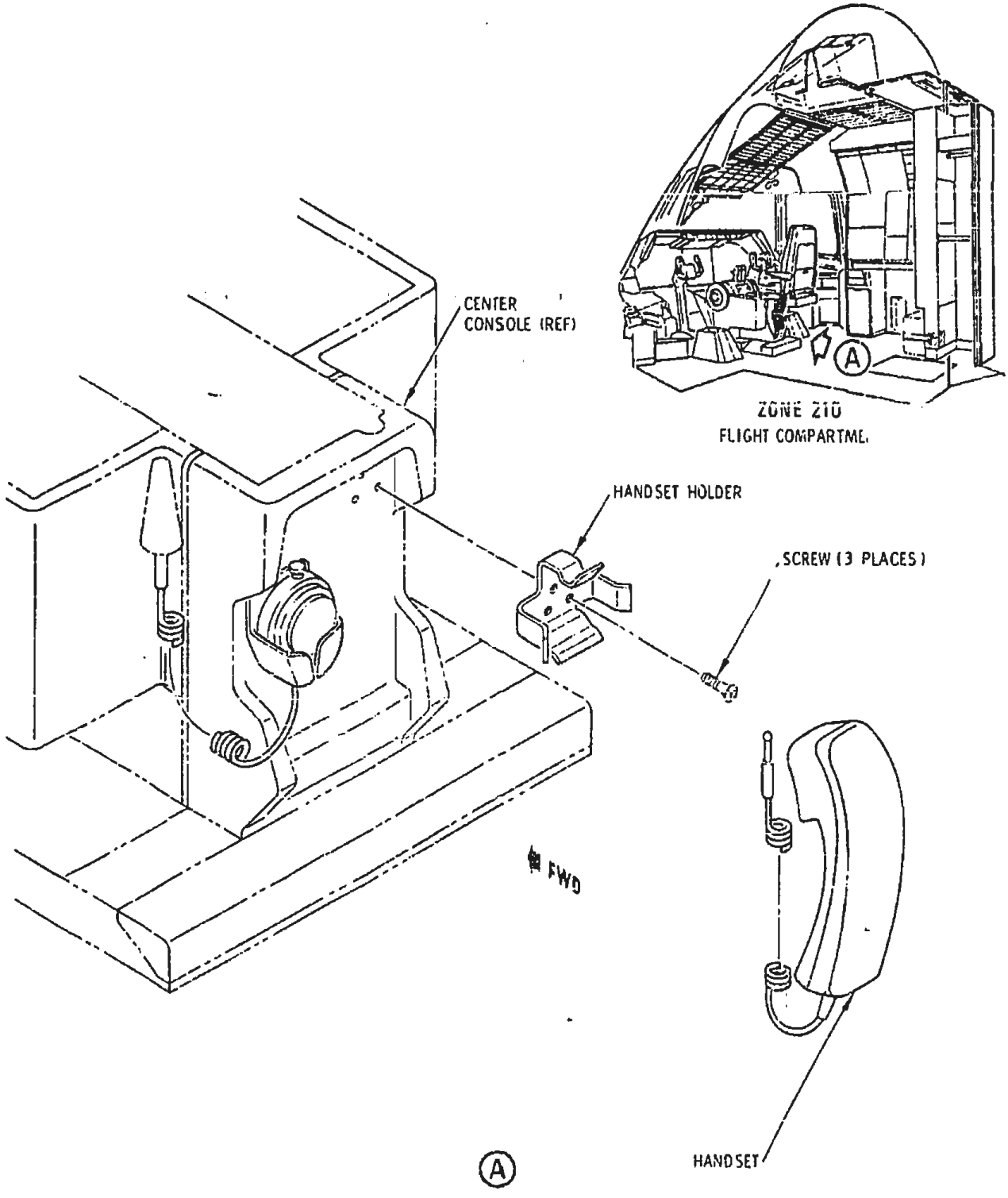
(1) Remove screws attaching pilots handset holder to pilots center console.

(2) Remove holder from pilots center console.

B. Installation

(1) Place holder in position on pilots center console.

(2) Install screws attaching holder to pilots center console.



HH 9103
M1-0100-25-358

Pilots Handset Holder - Removal and Installation
Figure 401

APPROACH CHART HOLDER - REMOVAL AND INSTALLATION

2. Removal/Installation

R R The approach chart holders are mounted on the Captains and First Officers flight control columns, in zones 211 and 212 (Ref. Fig. 401).

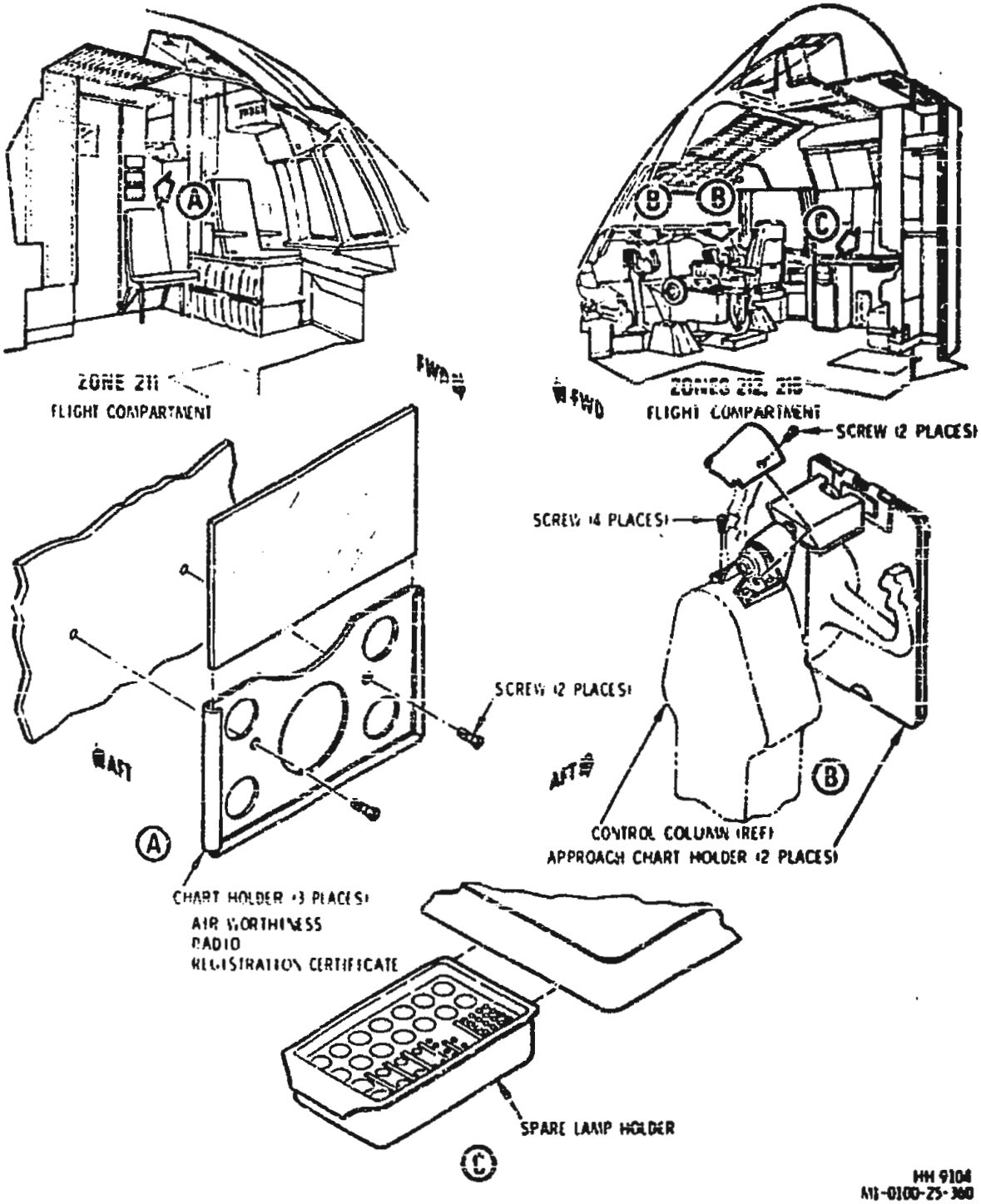
A. Removal

R (1) Unplug approach chart holder from mount on top of control column.

(2) Remove holder.

B. Installation

R (1) Plug approach chart holder into receptacle in mount on top of control column.



R Flight Compartment
R Miscellaneous Equipment - Removal and Installation
R Figure 401

EFFECTIVITY: ALL

0508

FLIGHT MANUAL STOWAGE CONTAINER - REMOVAL AND INSTALLATION

1. General

The flight manual stowage container is located behind the First Observers seat. The container is attached to the left luggage compartment and to the left coat closet, zone 211, (Ref. Fig. 401).

2. Removal/Installation

A. Removal

(1) Remove bolts attaching First Observers seat to left luggage compartment (Ref. 25-11-04, Fig. 401).

(2) Remove First Observers seat for access to container.

(3) Remove screws attaching container to left luggage compartment.

(4) Remove screws attaching container to left coat closet.

(5) Remove container.

B. Installation

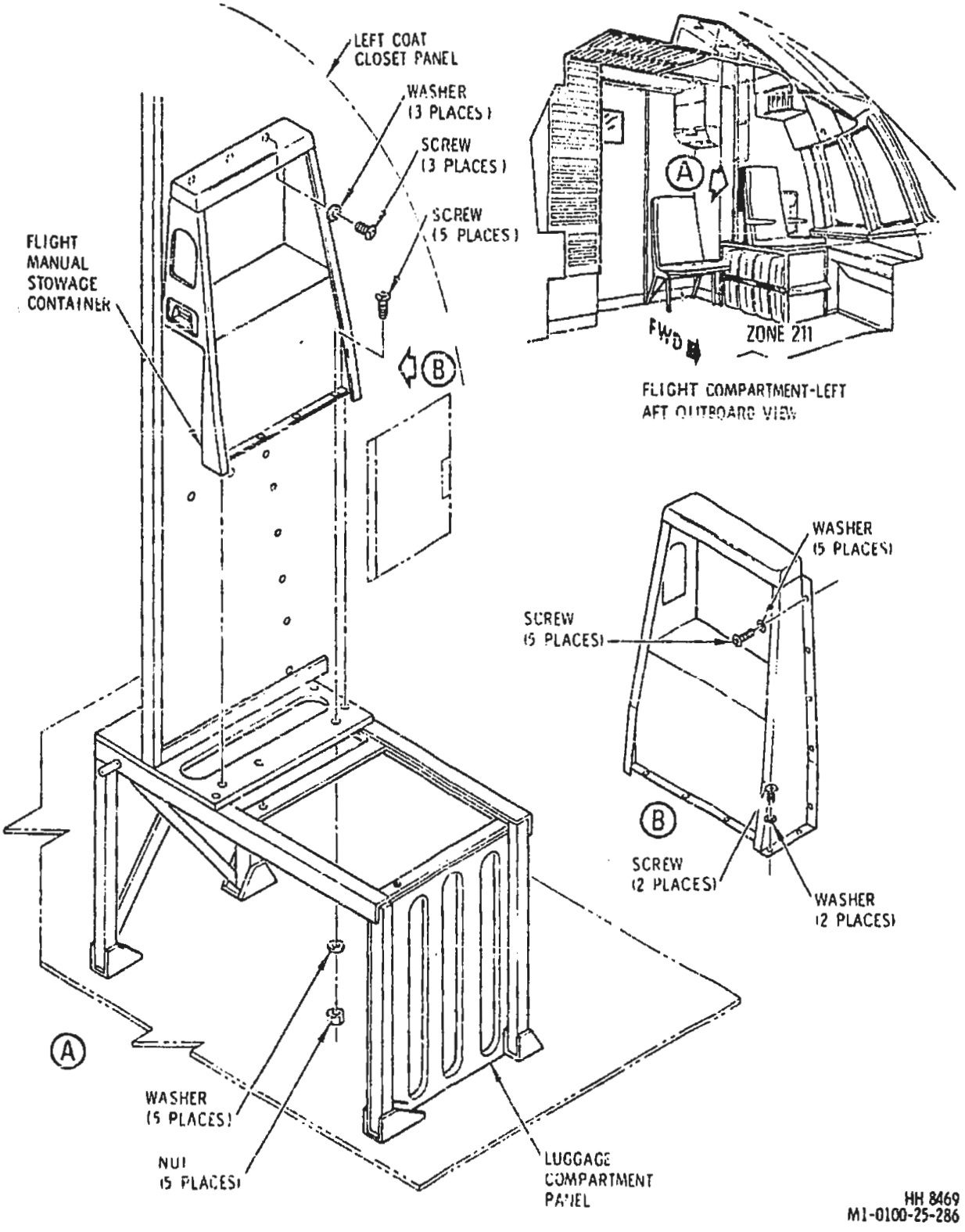
(1) Place container in position on top of left luggage compartment.

(2) Install screws attaching container to left luggage compartment.

(3) Install screws attaching container to left coat closet.

(4) Place First Observers seat in position on top of left luggage compartment (Ref. 25-11-04, Fig. 401).

(5) Install bolts attaching First Observers seat to left luggage compartment.



Flight Manual Stowage - Removal and Installation
Figure 401

AC AND DC SERVICE OUTLETS - REMOVAL AND INSTALLAION

1. Removal/Installation

A. Removal

(1) On Flight Engineer/Second Officers overhead circuit breaker panel CB2, zone 215 open and tag circuit breaker GROUND SERVICE BUS SERVICE OUTLET DC (K11).

On galley right circuit breaker panel, zone 130, open and tag circuit breaker PASS SERV BUS 1R SERVICE OUTLET FLT STA (D15).

(2) Remove outlet cover by removing screws (Ref. Fig. 401).

(3) Remove screws, nuts, and spacers from outlets.

(4) Disconnect and tag wires on outlet.

(5) Remove outlets.

B. Installation

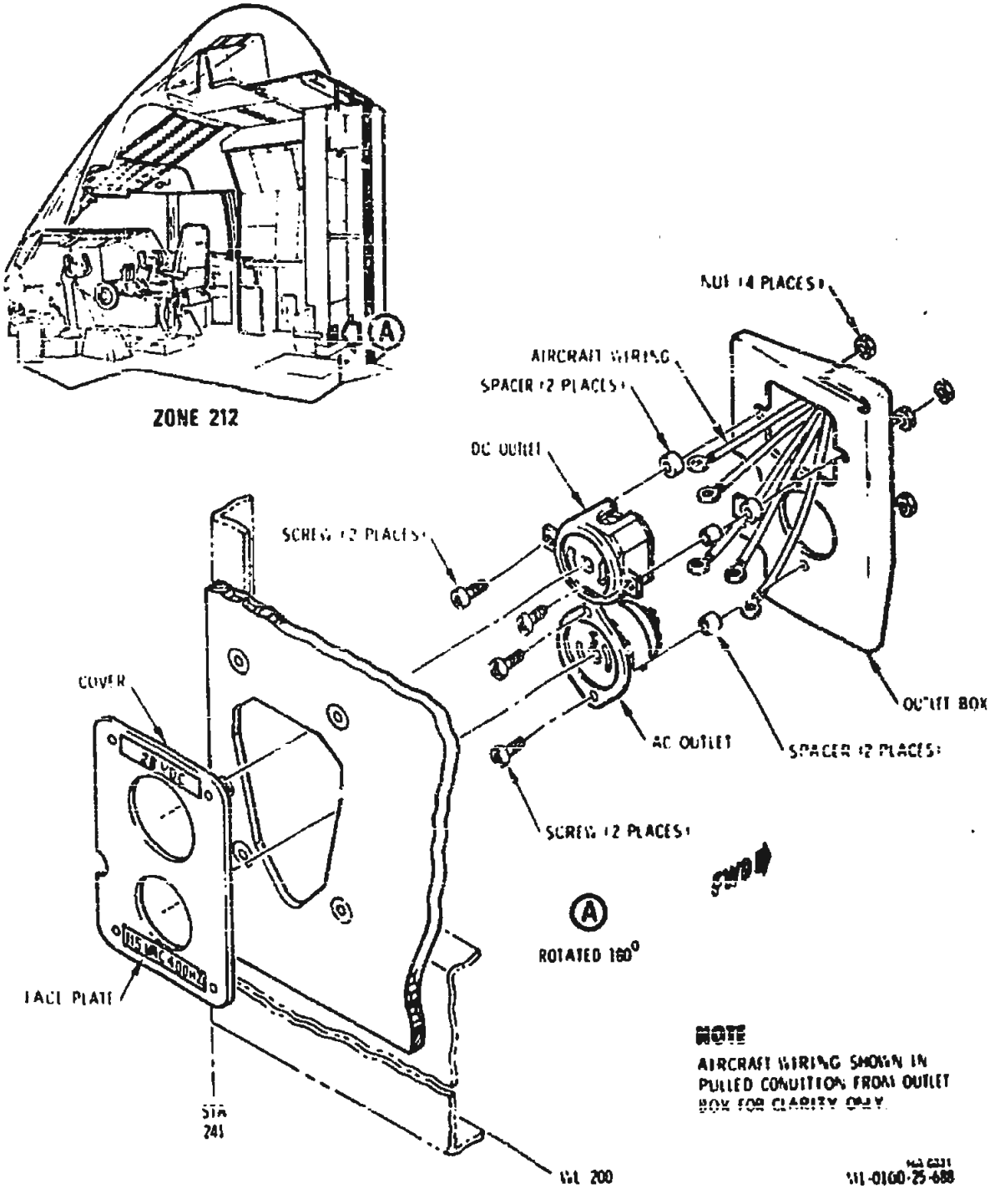
R (1) Verify circuit breakers opened in Step 1A(1) are open and tagged.

(2) Remove tags from wires and connect wires to outlets.

(3) Install outlets using screws, spacers, and nuts.

(4) Install outlet cover using screws.

R (5) Remove tag and close circuit breakers opened in Step
R 1A(1).



R AC and DC Service Outlets - Removal and Installation
R Figure 401

EYE LOCATOR AND APPROACH CHART HOLDER AUTOTRANSFORMER REMOVAL AND INSTALLATION

R 1. Referenced Procedure

R 24-00-00 Electrical Power - Maintenance Practices

R 1. Removal/Installation

A. Removal

(1) On Flight Engineer/Second Officers overhead circuit breaker panel CB2, zone 215, open and tag circuit
R breaker FLIGHT STATION LIGHTS - EYE LCT & APRCH CHART
R (E1).

(2) Remove terminal cover from autotransformer located on relay panel (Ref. Fig. 401).

(3) Remove nuts, lockwashers, and washers from terminal studs.

(4) Disconnect and tag wires on autotransformer located on relay panel.

(5) Remove screws and washers and remove autotransformer.

B. Installation

(1) Verify that circuit breaker opened in Step A(1) is open and tagged.

(2) Install autotransformer on relay panel using screws and washers.

(3) Remove tags from wires and connect wires to autotransformer.

(4) Install washers, lockwashers, and nuts on terminal studs.

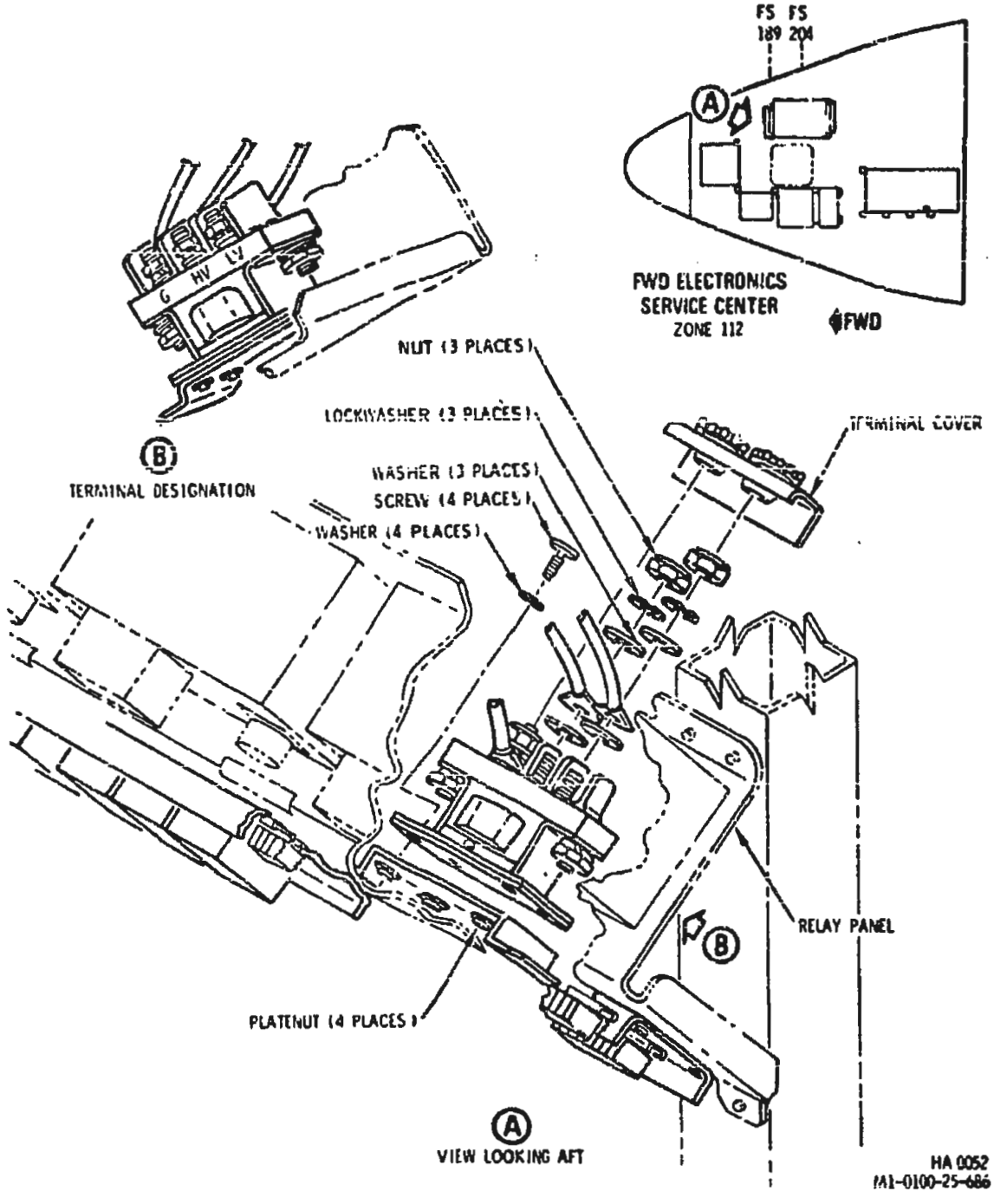
(5) Replace terminal cover.

(6) Remove tag and close circuit breaker opened in Step A(1).

R (7) Turn on electrical power (Ref. 24-00-00).

R (8) Verify that eye locator is on and approach chart holder
R light intensity varies with its potentiometer setting.

R (9) Turn off electrical power (Ref. 24-00-00).



Eye Locator and Approach Chart Holder Autotransformer
Removal and Installation
Figure 401

FLIGHT COMPARTMENT TRIM AND INSULATION - DESCRIPTION AND OPERATION

1. General

The flight compartment is acoustically insulated and lined. Decorative trim panels cover the sidewalls and ceiling except in the areas of eyebrow and overhead instrument panels.

Dripshields are installed above the overhead instrument panels. Fire- and moisture-resistant insulation blankets are installed
R between structure and trim panels, or between structure and dripshields.

Coving is installed along the aft wall of the flight
R compartment.

2. Trim Panels

A. Description

The trim panels (Ref. Fig. 1) are made of honeycomb core material with fire-resistant glass fabric on both sides. A
R layer of decorative Tedlar is laminated to the exposed side of each trim panel (Ref. Fig. 2). The Tedlar is scratch-resistant and washable.

The panels are secured to support brackets by screws around the edges. Fire-resistant polyester-reinforced trim is installed around the escape hatch (Ref. 52-23-00) and windshield. Panel edges are fillet sealed.

3. Insulation

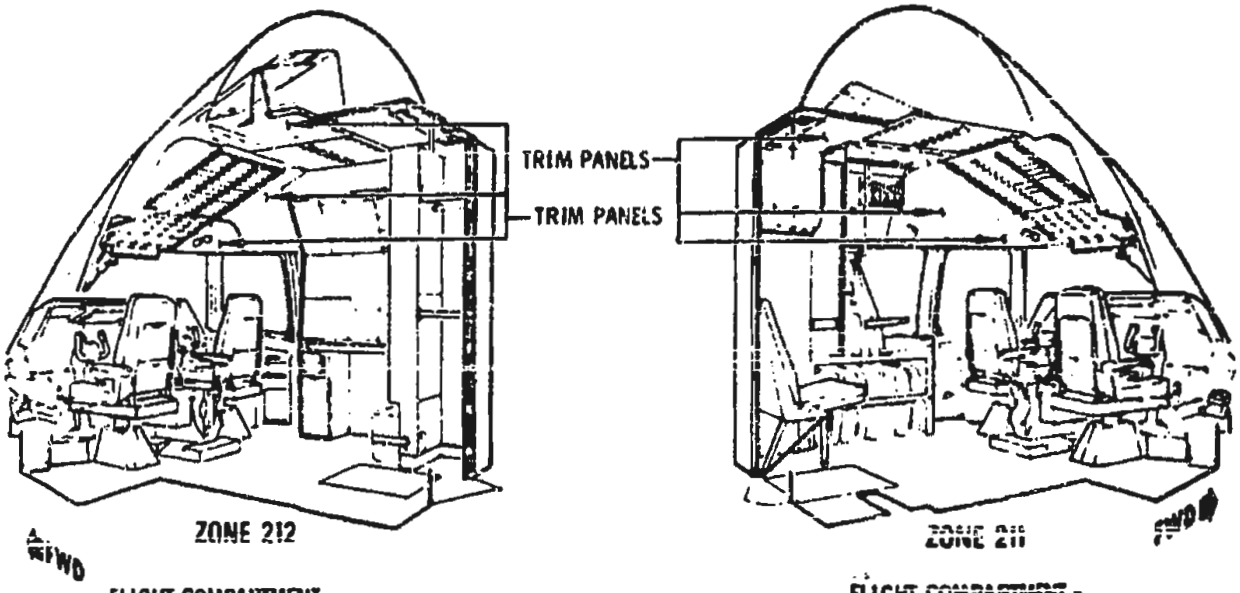
A. Description

Fiber glass insulation blankets are installed in the flight compartment ceiling and sidewalls. These blankets are fire-retardant and moisture-resistant with thermal and acoustical properties.

The insulation sections follow the contour of the structural members. Cap strips fit over the structural members and are held in place by plastic stud retainers.

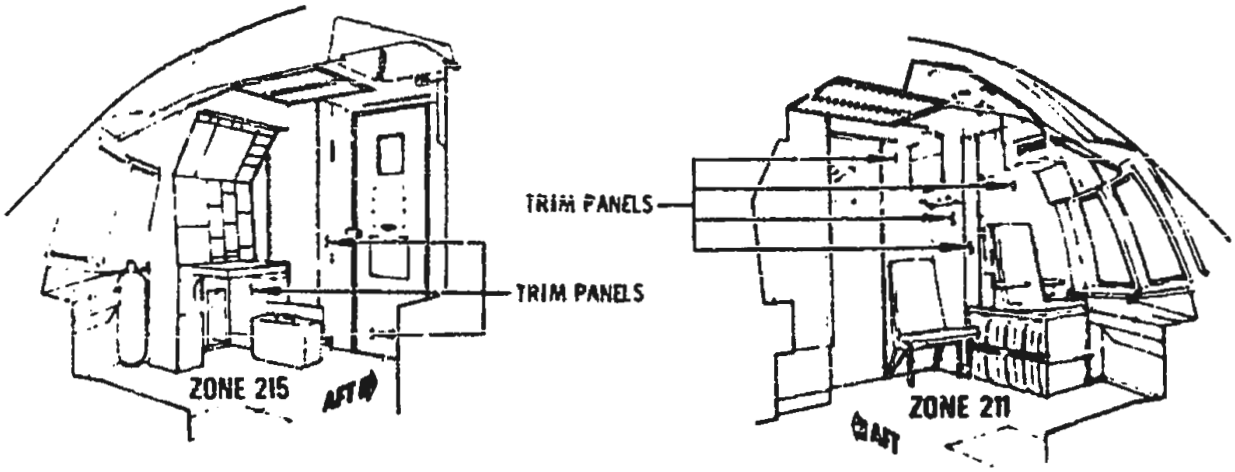
4. Center Console Trim Panels

A. Description



FLIGHT COMPARTMENT - RIGHT FWD OUTBOARD VIEW

FLIGHT COMPARTMENT - LEFT FWD OUTBOARD VIEW

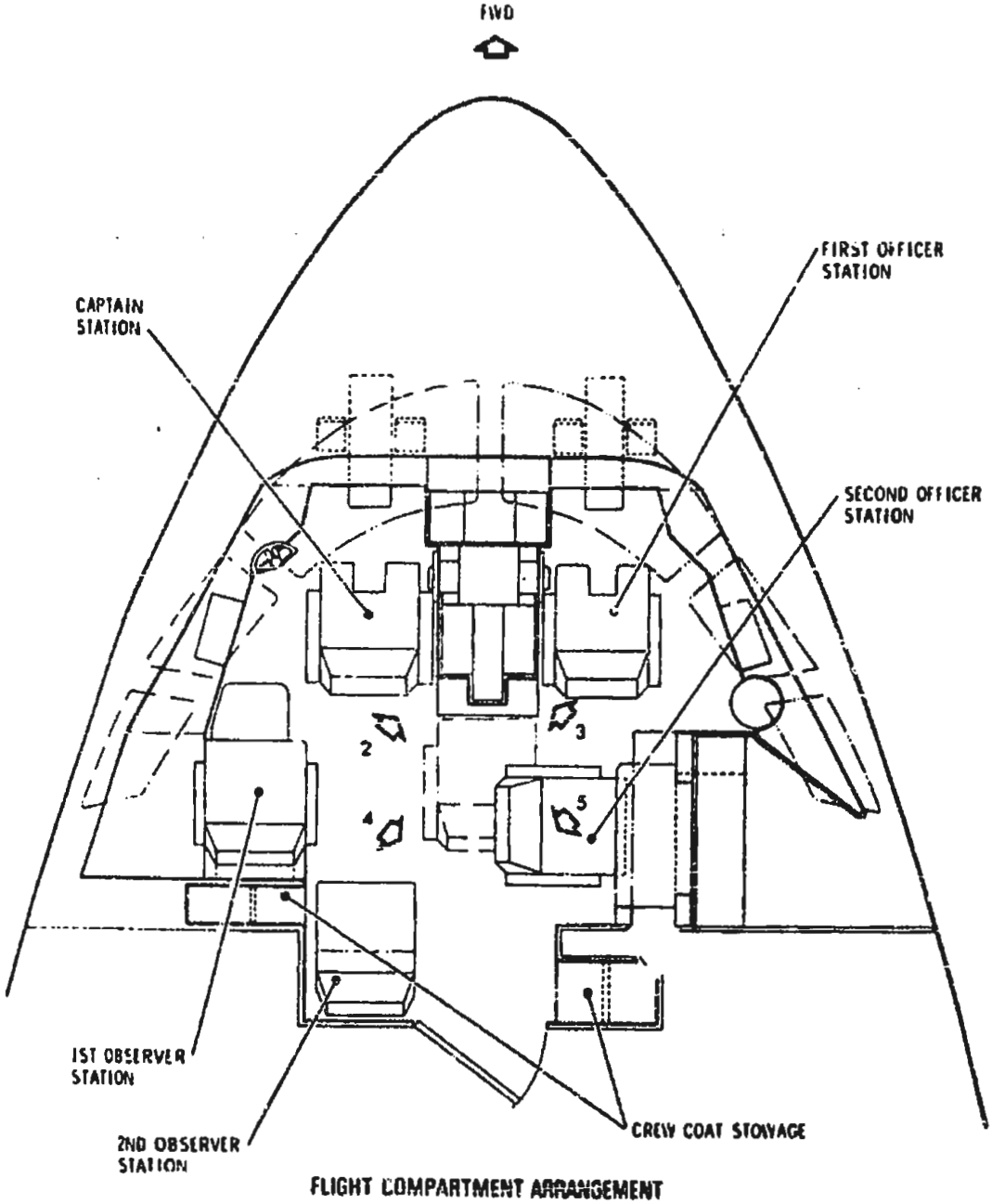


FLIGHT COMPARTMENT - RIGHT AFT OUTBOARD VIEW

FLIGHT COMPARTMENT - LEFT AFT OUTBOARD VIEW

M1-000?-25-024

R Flight Compartment Trim Panels
R Figure 1



FLIGHT COMPARTMENT ARRANGEMENT

NOTE
NUMERAL SHOWN INDICATES SHEET NUMBER AND DIRECTION OF VIEW

HH 8985
MI-5000 25-562

Flight Compartment Trim and Finish
Figure 2 (Sheet 1)

The center console trim panels (Ref. Fig. 3) are made of molded fiber glass. A decorative cover of Tedlar is bonded to the exposed side of the panel.

The trim panels are secured to the console by one-quarter turn studs.

5. Rudder Pedals Trim Panel

A. Description

Trim around the rudder pedals (Ref. Fig. 4) are made of molded fiber glass. A decorative cover of Tedlar is bonded to the exposed side of the trim.

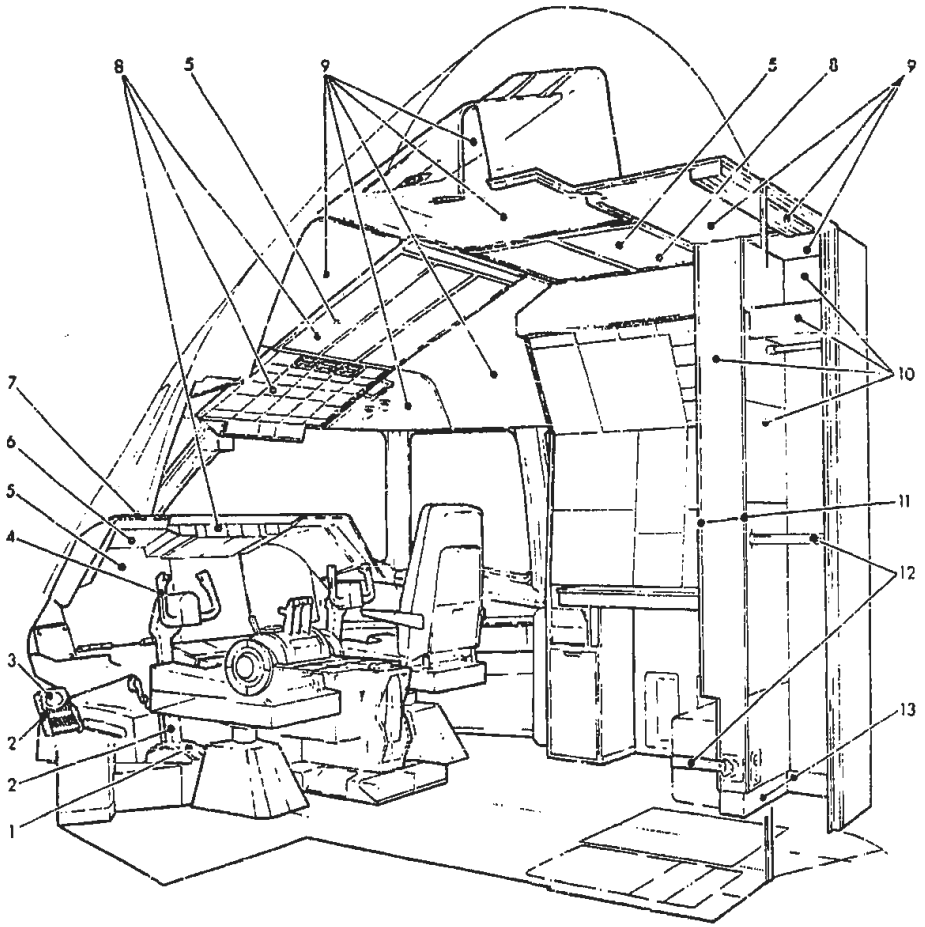
The rudder pedal trim is retained by machine screws. Tedlar is installed where the pedal arm protrudes through the floor.

6. Coving

A. Description

The coving is constructed of premolded flexible nylon, and is secured by double-face tape.

Coving is installed along the aft wall of the flight compartment (Ref. Fig. 5).



FLIGHT COMPARTMENT

LOOKING FORWARD - RIGHT SIDE

ITEM	LAC COLOR NO.	COLOR	DESCRIPTION	LAC SPEC
1	036C	DARK GULL GRAY	PLASTIC MOLDED	
2	1191C	DARK GULL GRAY	PAINT-BAKED TEXTURED VINYL	C-37-1309 TYPE I
3	036C	DARK GULL GRAY	SYN RUBBER	MIL-R-3065 TYPE R CLASS RS GRADE 715T SUB 2
4	747B	BLACK	PAINT PER MIL-C-22750 CLASS I	
5	1190C	SEA GRAY	PAINT-BAKED TEXTURED VINYL	C-37-1309 TYPE I
6	1166C	BLACK	PAINT-BAKED TEXTURED VINYL	C-37-1309 TYPE I
7	747B	BLACK	POLYURETHANE FOAM SELF-SKINNING	
8	046C	SEA GRAY	PLASTIC EDGE LIGHTED PANELS	
9	1155C	BEIGE	PAINT-BAKED TEXTURED VINYL	C-37-1309 TYPE I
10	1083	WALNUT (VERTICAL GRAIN)	DECORATIVE PLASTIC SHEET-PVF-WOODPULP FINISH	C-25-1261
11	1253	ALUMINUM-SOFT SATIN NO FINISH	DECORATIVE METAL FINISH	LCP 77-1221 TYPE II CLASS 2 GRADE 3
12	046C	SEA GRAY	WEBBING	
13	747B	BLACK	RIGID NYLON	C-72-1221 6/6 CLASS I

G 1256
M1-5000-25 563

R Flight Compartment Trim and Finish
R Figure 2 (Sheet 2)

EFFECTIVITY: ALL

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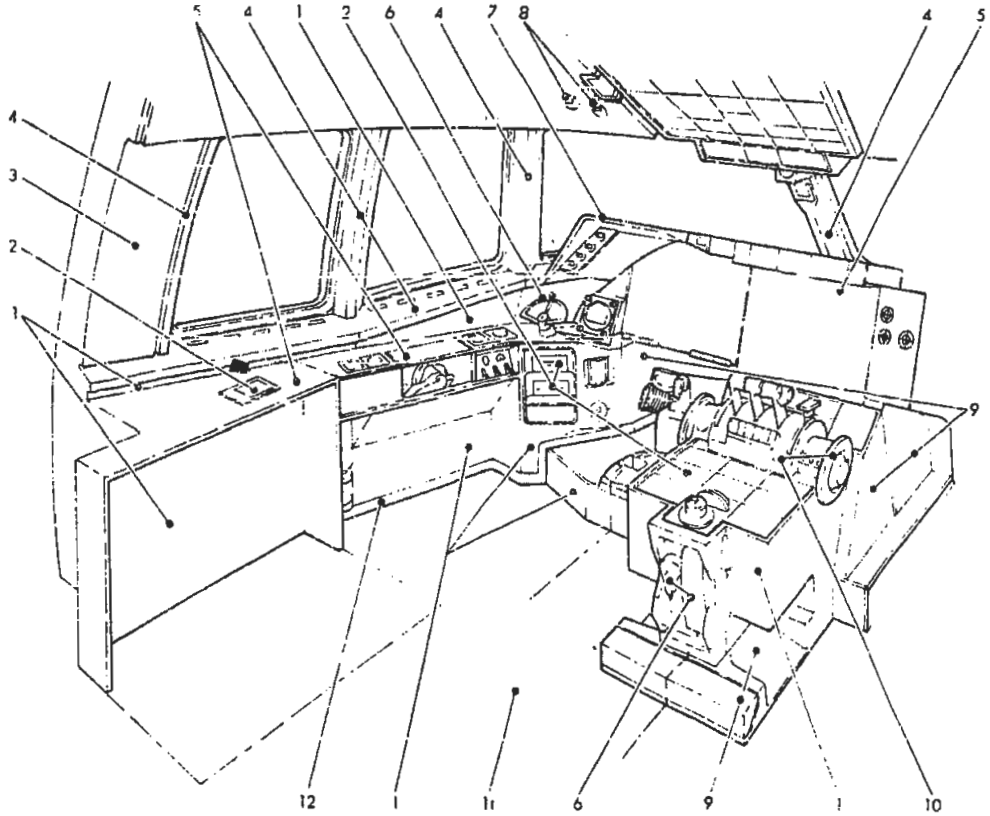

ITEM	LAC COLOR NO.	COLOR	DESCRIPTION	LAC SPEC
1	1156C	GRAY	PAINT-BAKED TEXTURED VINYL	C-37-1309 TYPE I
2	046C	SEA GRAY	PLASTIC EDGE LIGHTED PANELS	
3	1155C	BEIGE	PAINT-BAKED TEXTURED VINYL	C-37-1309 TYPE I
4	1166C	BLACK	PAINT-BAKED TEXTURED VINYL	C-37-1309 TYPE I
5	1190C	SEA GRAY	PAINT-BAKED TEXTURED VINYL	C-37-1309 TYPE I
6	747B	BLACK	PLASTIC MOLDED	
7	747B	BLACK	POLYURETHANE FOAM SELF-SKINNING	
8				
9	1081C	GRAY	DECORATIVE PLASTIC SHEET-PVF-VEILTEX FINISH	C-22-1271 TYPE II CLASS I
10	046C	SEA GRAY	PLASTIC MOLDED	C-22-1221 6/6 CLASS I
11	1052C	GRAY	RIGID PLASTIC LAMINATE	C-25-1260 TYPE II
12	1081C	GRAY	RIGID NYLON	C-22-1221 6/6 CLASS I

FLIGHT COMPARTMENT CONSOLES

LOOKING FORWARD LEFT SIDES

G 1196
MI-5000-25-564

R
R

Flight Compartment Trim and Finish
Figure 2 (Sheet 3)

EFFECTIVITY: ALL

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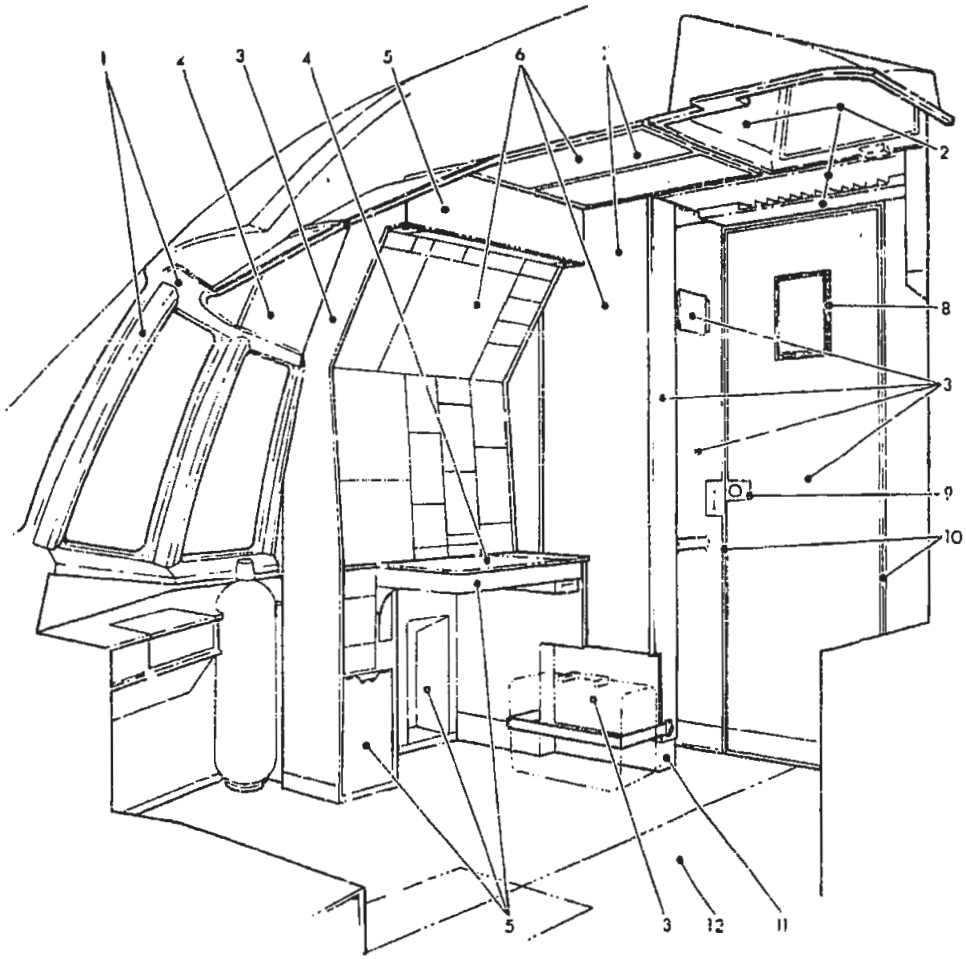
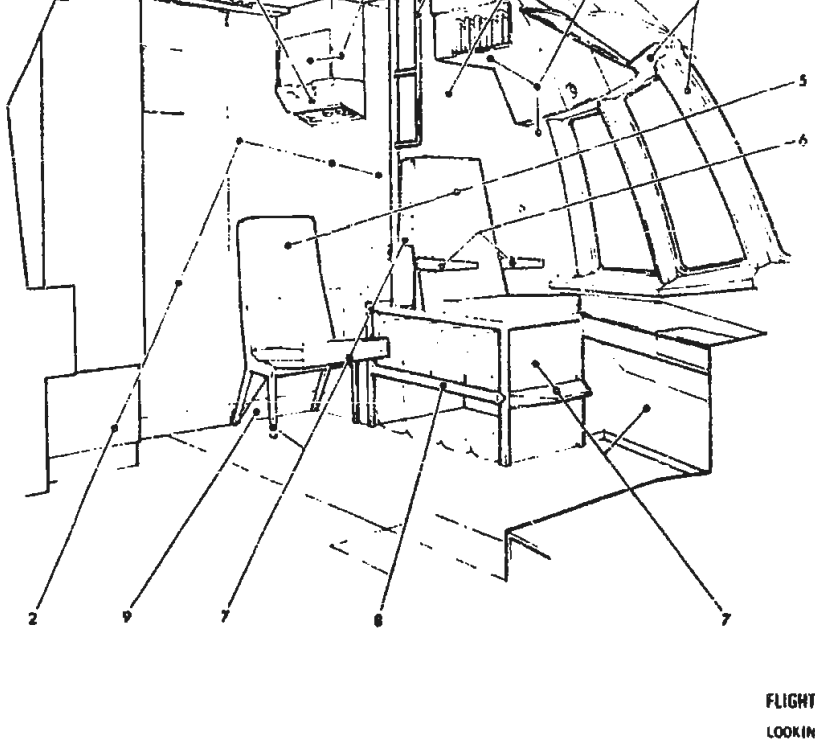


FLIGHT COMPARTMENT
LOOKING AFT - RIGHT SIDE

ITEM	LAC COLOR NO.	COLOR	DESCRIPTION	LAC SPEC
1	1166C	BLACK	PAINT-BAKED TEXTURED VINYL	C-37-1309 TYPE I
2	1155C	BEIGE	PAINT-BAKED TEXTURED VINYL	C-37-1309 TYPE I
3	1093	WALNUT (VERTICAL GRAIN)	DECORATIVE PLASTIC SHEET-PVF-WOODPULP FINISH	C-22-1271 TYPE III CLASS I
4	046C	SEA GRAY	PLASTIC SHEET	C-22-1115 TYPE IV
5	1156C	GRAY	PAINT-BAKED TEXTURED VINYL	C-37-1309 TYPE I
6	046C	SEA GRAY	PLASTIC EDGE LIGHTED PANELS	
7	1190C	SEA GRAY	PAINT-BAKED TEXTURED VINYL	C-37-1309 TYPE I
8	1080C	BEIGE	PLASTIC SHEET POLYCARBONATE	C-22-1115 TYPE IV
9	1252	ALUMINUM-SOFT SATIN CLEAR EPOXY FINISH	DECORATIVE METAL FINISH	LCP77-1221 TYPE II CLASS 2 GRADE 2
10	1253	ALUMINUM-SOFT SATIN NO FINISH	DECORATIVE METAL FINISH	LCP 77-1221 TYPE II CLASS 2 GRADE 3
11	747B	BLACK	RIGID NYLON	C-22-1221 6/6 CLASS 1
12	1052C	GRAY	RIGID PLASTIC LAMINATE	C-25-1260 TYPE II

G 1258
M1-5000-25-565

Flight Compartment Trim and Finish
Figure 2 (Sheet 4)



ITEM	LAC COLOR NO.	COLOR	DESCRIPTION	LAC SPEC
1	1155C	BEIGE	PAINT BAKED TEXTURED VINYL	C-37-1309 TYPE I
2	1083	WALNUT (VERTICAL GRAIN)	DECORATIVE PLASTIC SHEET-PVF WOODPULP FINISH	C-22-1271 TYPE III CLASS I
3	1080C	BEIGE	PAINT NON-SKID PER MIL-W-5044 TYPE III	
4	1166C	BLACK	PAINT-BAKED TEXTURED VINYL	C-37-1309 TYPE I
5	1195	GRAY/RED	ACETATE RAYON FABRIC-PFR	C-25-1261
6	1192	BLACK	VINYL COATED FABRIC	C-25-1305 TYPE II
7	1156C	GRAY	PAINT-BAKED TEXTURED VINYL	C-37-1309 TYPE I
8	046C	SEA GRAY	WEBBING	
9	7478	BLACK	RIGID NYLON	C-22-1221 6/6 CLASS I

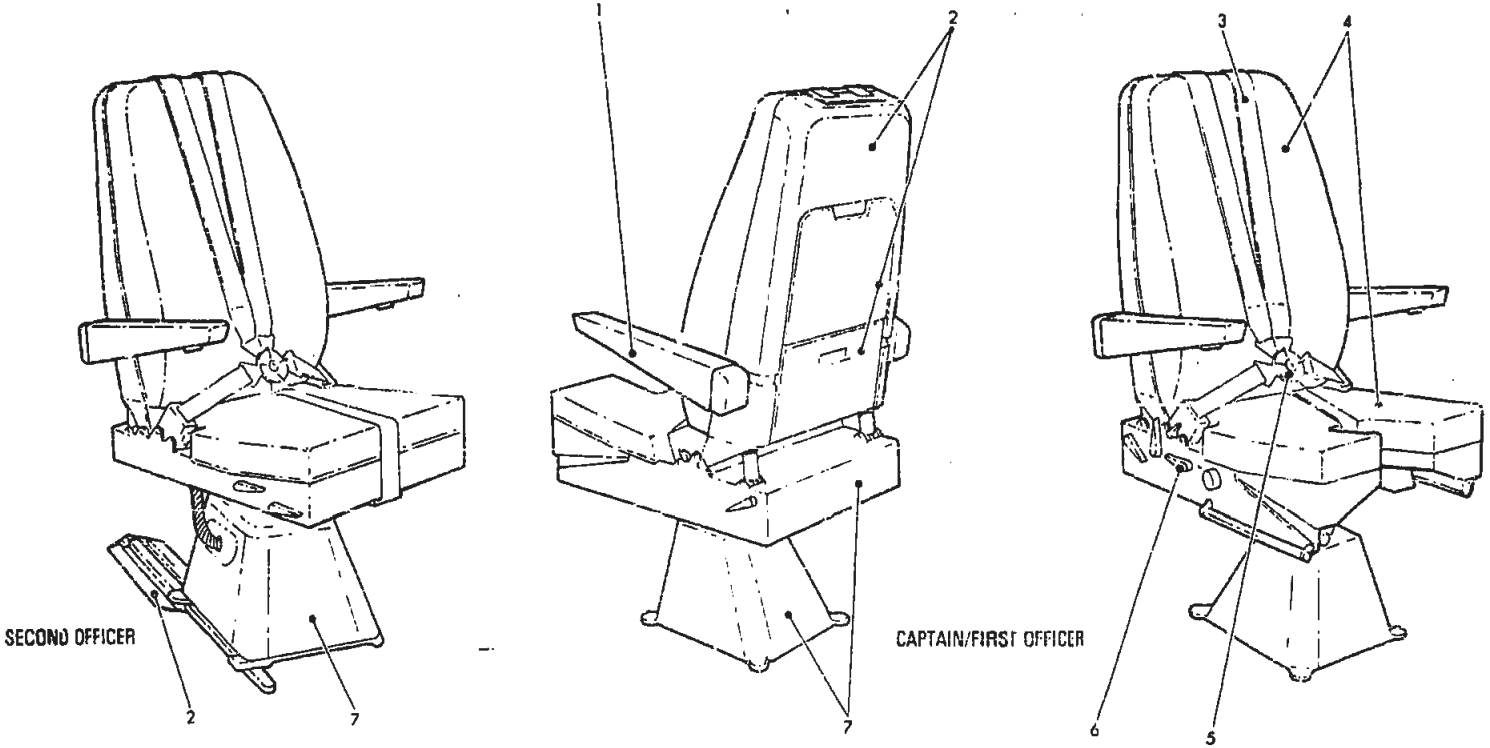
FLIGHT COMPARTMENT
LOOKING AFT - LEFT SIDE

G 1198
A11-5000-25-1060

R Flight Compartment Trim and Finish
R Figure 2 (Sheet 5)

EFFECTIVITY: ALL

0508



FLIGHT COMPARTMENT

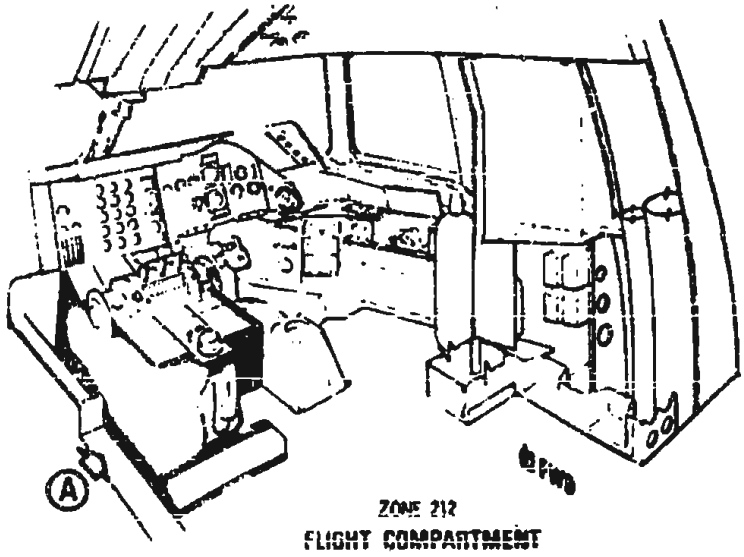
ITEM	LAC COLOR NO.	COLOR	DESCRIPTION	LAC SPEC
1	1192	BLACK	VINYL COATED FABRIC	C-25-1305 TYPE II
2	1081C	GRAY	PLASTIC MOLDED	
3	046C	SEA GRAY	WEBBING	
4	1195	GRAY/RED	ACETATE RAYON-FABRIC-PFR	C-25-1261
5				
6	7478	BLACK	PLASTIC MOLDED	
7	1156C	GRAY	PAINT-BAKED TEXTURED VINYL	C-37-1309 TYPE I

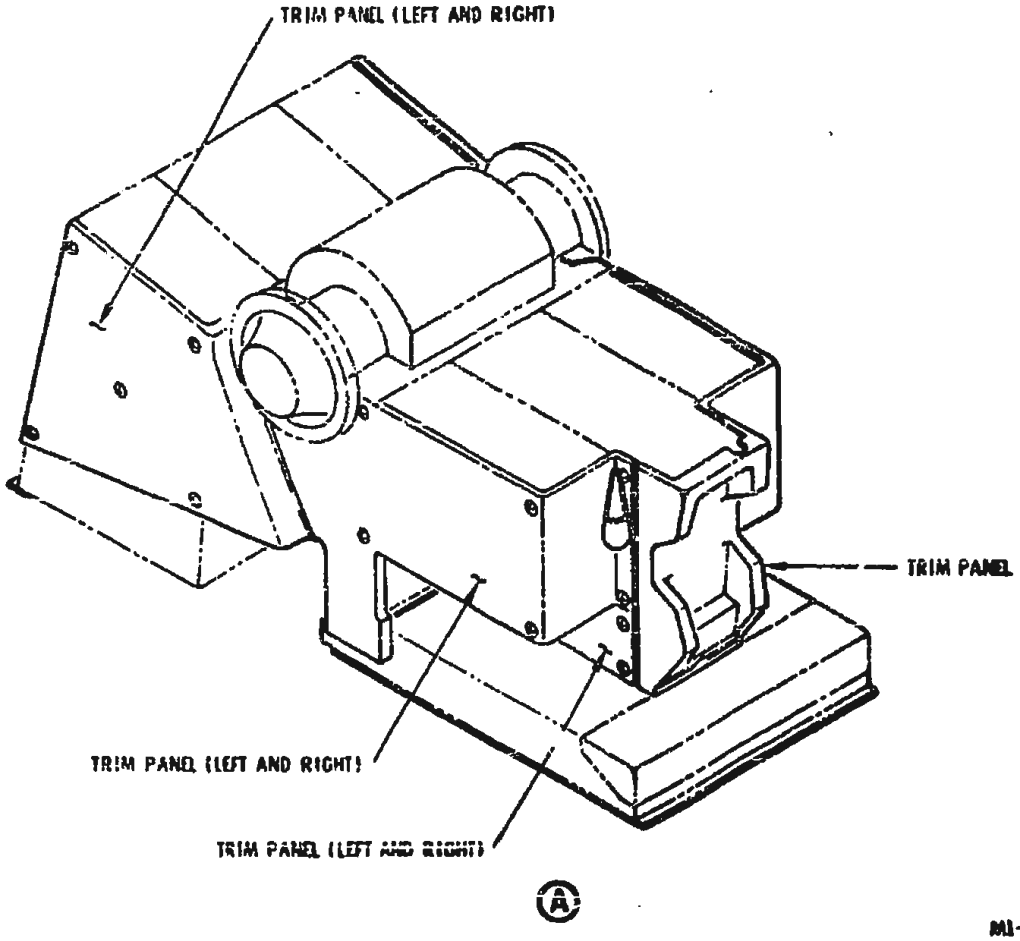
G 1197
M1-5000-25-567

R Flight Compartment Trim and Finish
R Figure 2 (Sheet 6)

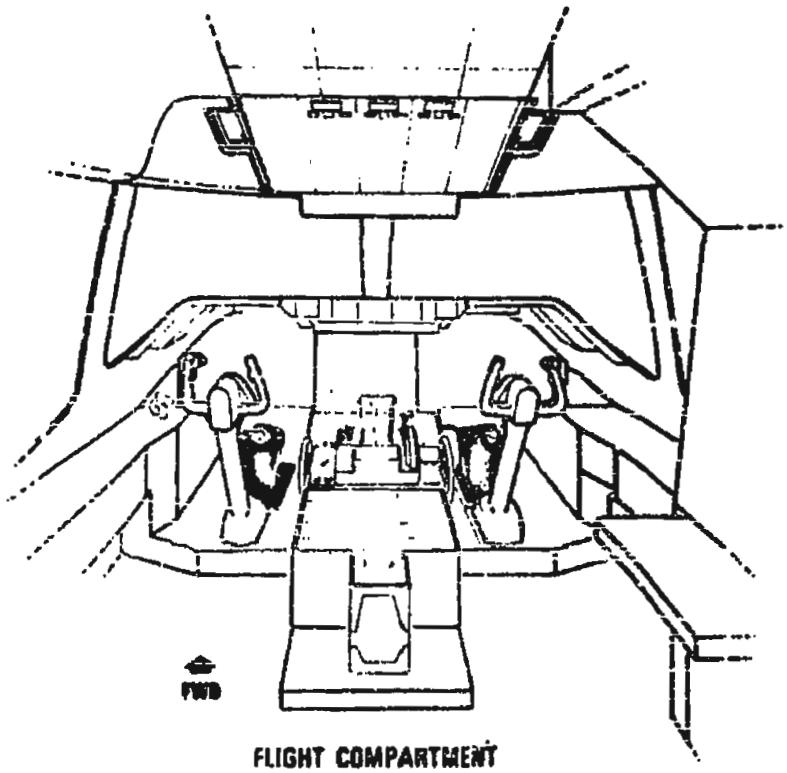
EFFECTIVITY: ALL

050

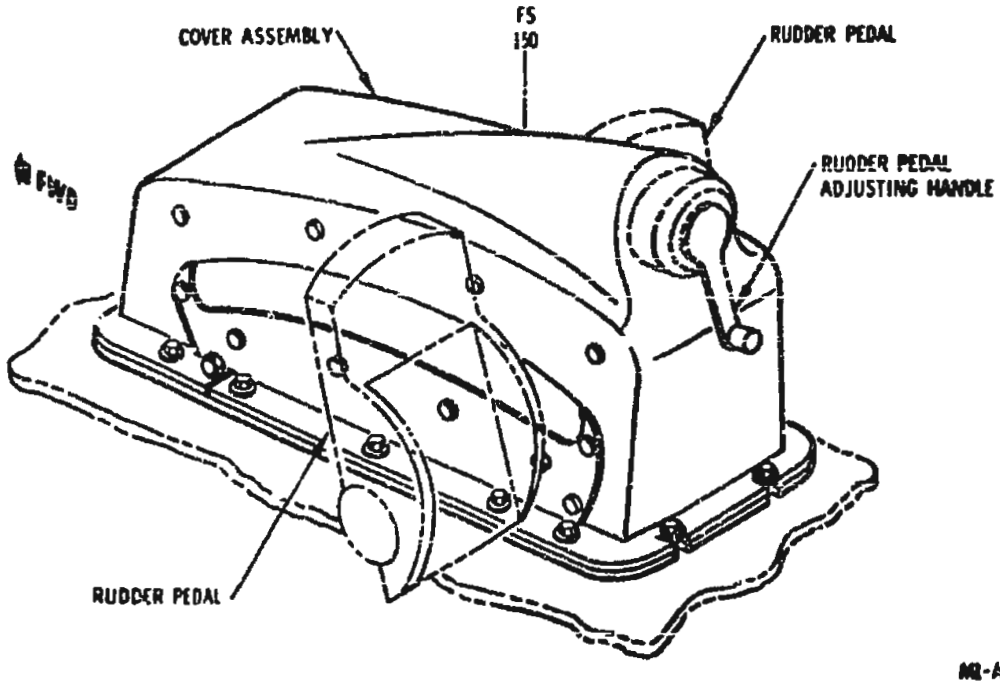




R Center Console Trim Panel
R Figure 3

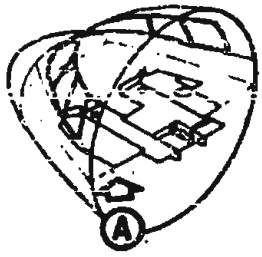


FLIGHT COMPARTMENT
ZONE 210

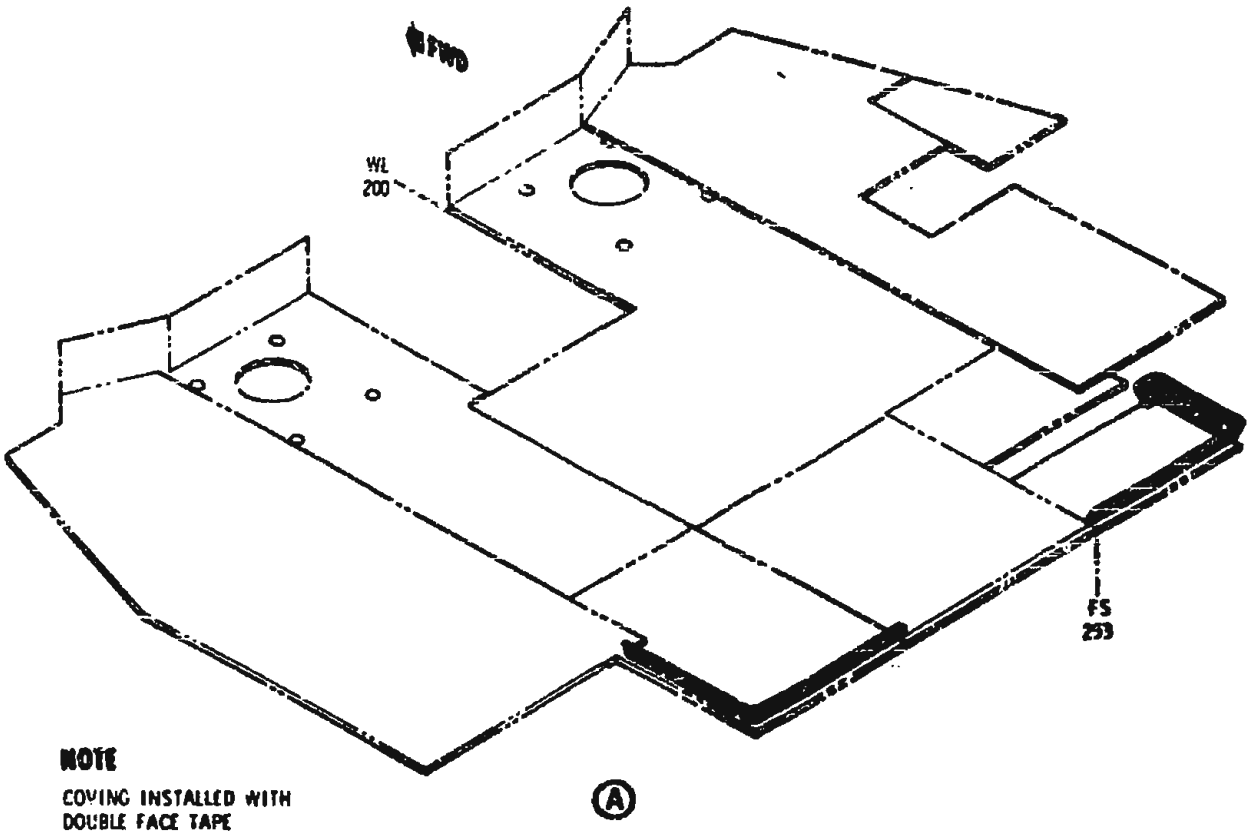


R
R

Rudder Pedal Trim Panel
Figure 4



FLIGHT STATION
ZONE 210



NOTE
COVING INSTALLED WITH
DOUBLE FACE TAPE

M1-2101-25-176

R
R

Coving
Figure 5

EFFECTIVITY: ALL

050B

R FLIGHT COMPARTMENT TRIM PANEL - REMOVAL AND INSTALLATION

R 1. General

R Trim panels are located on the flight compartment ceiling and
R around the emergency hatch. All trim panels are removed and
R installed similarly (Ref. Fig. 401).

R 2. Reference Procedure

R 25-12-09 Pilot Assist Handle - Removal and Installation.

R 3. Removal/Installation

R A. Removal

R NOTE: To remove a particular trim panel, an overlaping trim
R panel may have to be removed.

R (1) Remove pilot assist handle (Ref 25-12-09).

R NOTE: Step 3A(1) is performed to remove trim panels
R located above pilot and co-pilot seats only.

R (2) Remove screws attaching trim panel to ceiling
R structure.

R (3) Remove trim panel.

R B. Installation

R (1) Place trim panel in proper position.

R (2) Install screws finger tight.

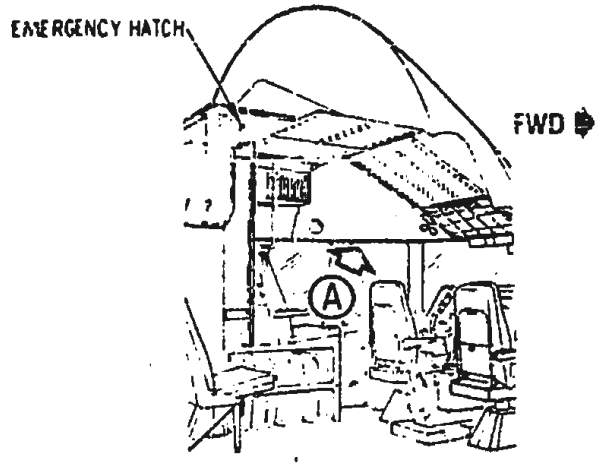
R (3) Check alignment of trim panel to adjacent trim panels.

R (4) Adjust track laterally to place a 0.25 inch (minimum)
R clearance for sun visor hanger.

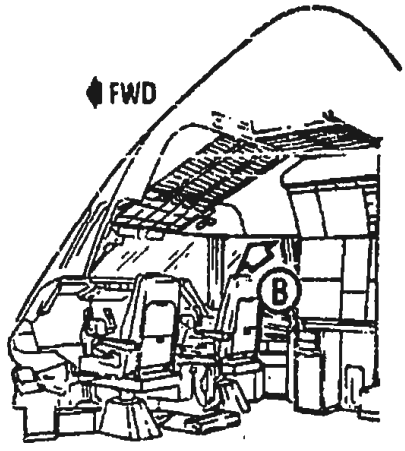
R NOTE: Perform Steps 3B(4) and 3B(6) to install trim
R panels located above pilot and co-pilot seats
R only.

R (5) Tighten screws.

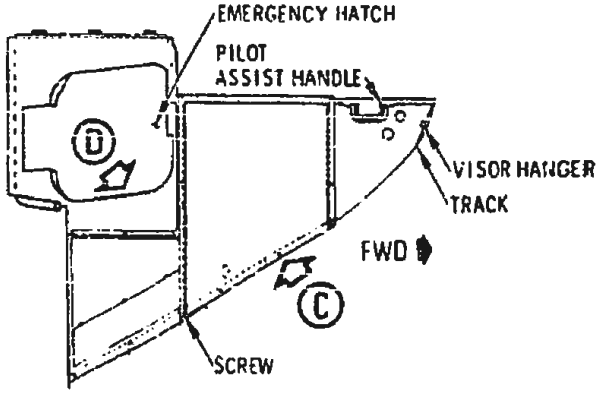
R (6) Install pilot assist handle.



FLIGHT COMPARTMENT
LEFT SIDE

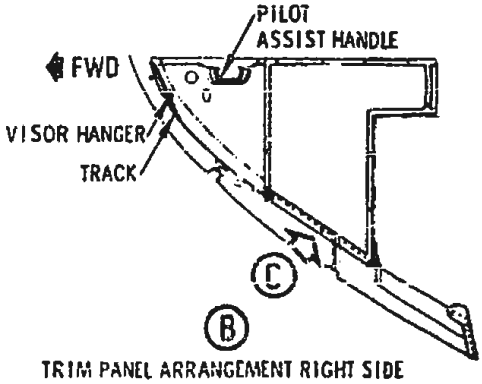


FLIGHT COMPARTMENT
RIGHT SIDE



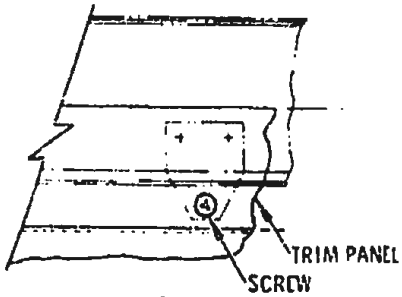
A

TRIM PANEL ARRANGEMENT LEFT SIDE
VIEW LOOKING UP



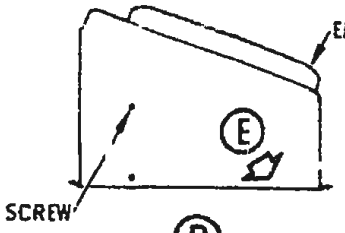
B

TRIM PANEL ARRANGEMENT RIGHT SIDE
VIEW LOOKING UP



C

ALL SCREW ATTACHMENT SIMILAR



D

TRIM PANEL AROUND EMERGENCY HATCH

E

SCREW ATTACHMENT FOR
TRIM AROUND EMERGENCY HATCH

M1-0000-25-2673

R Flight Compartment Trim Panel - Removal and Installation
R Figure 401

R EFFECTIVITY: ALL
R
001B

CENTER CONSOLE TRIM COVERS - REMOVAL AND INSTALLATION

1. General

The center console trim covers are made of molded fiber glass and are secured to the console with one-quarter turn studs, zone 210 (Ref. Fig. 401).

2. Removal/Installation

A. Removal

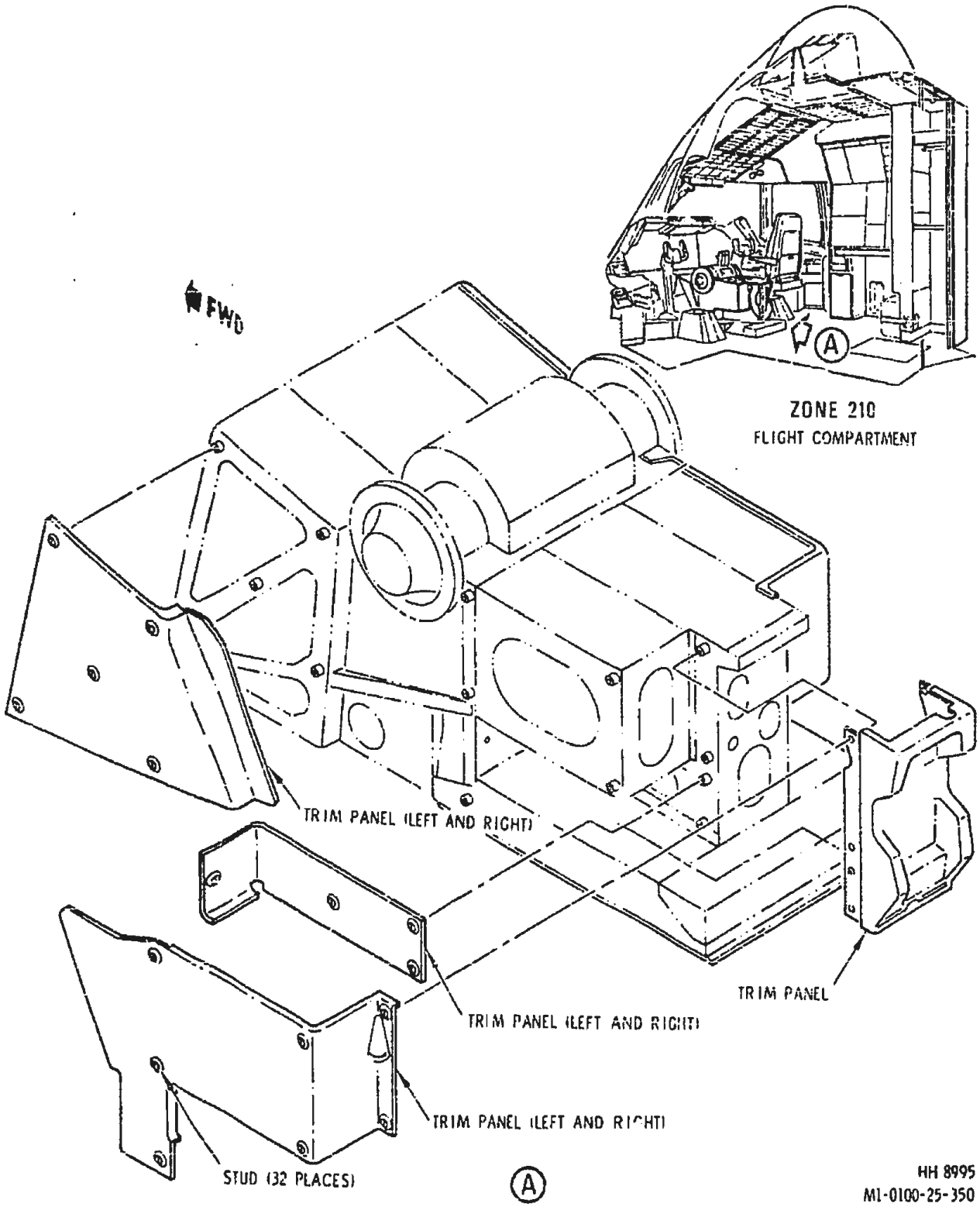
(1) Loosen fasteners attaching trim covers to center console.

(2) Remove trim covers from center console.

B. Installation

(1) Position trim covers on center console.

(2) Tighten fasteners securing trim covers to center console.



Center Console Trim Covers - Removal and Installation
Figure 401

RUDDER PEDAL TRIM COVER - REMOVAL AND INSTALLATION

1. General

The rudder pedal trim cover consists of a top panel and two side panels. A lower brush is attached to each side panel. An upper brush is attached to each side of the top panel. The panels are made of fiber glass and are held in place by screws, zone 210 (Ref. Fig. 401).

2. Equipment and Materials

Lock-wire, Fed Spec QQ-W-390, Cond A, 0.032-inch diameter, or equivalent

3. Removal/Installation

A. Removal

(1) Remove screws attaching side panels to top panel.

(2) Remove side panels from top panel.

R (3) Remove rivets attaching upper and lower brushes to respective panels.

(4) Remove upper and lower brushes from panels.

(5) Remove clamps from shaft assemblies inside top panel.

(6) Detach, but do not remove, rudder pedal adjustment crank from top panel for access to connections.

(7) Rotate crank handle until arrow on face of crank handle is aligned with mid position.

(8) Remove and tag crank and shaft assemblies from top panel.

(9) Remove screws attaching top panel to flooring.

(10) Remove top panel from flooring.

B. Installation

(1) Position top panel on flooring.

(2) Install screws attaching top panel to flooring.

(3) Align arrow on crank handle with mid position.

(4) Remove tag and connect shaft assembly to rudder pedal adjustment crank.

(5) Lock-wire shaft assembly to adjustment crank.

(6) Place rudder pedal adjustment crank on top panel.

(7) Install screws attaching adjustment crank to top panel.

(8) Install clamps on shaft assemblies inside top panel.

R R (9) Install rivets attaching upper and lower brushes to panels.

R (10) Position side panels on top panel.

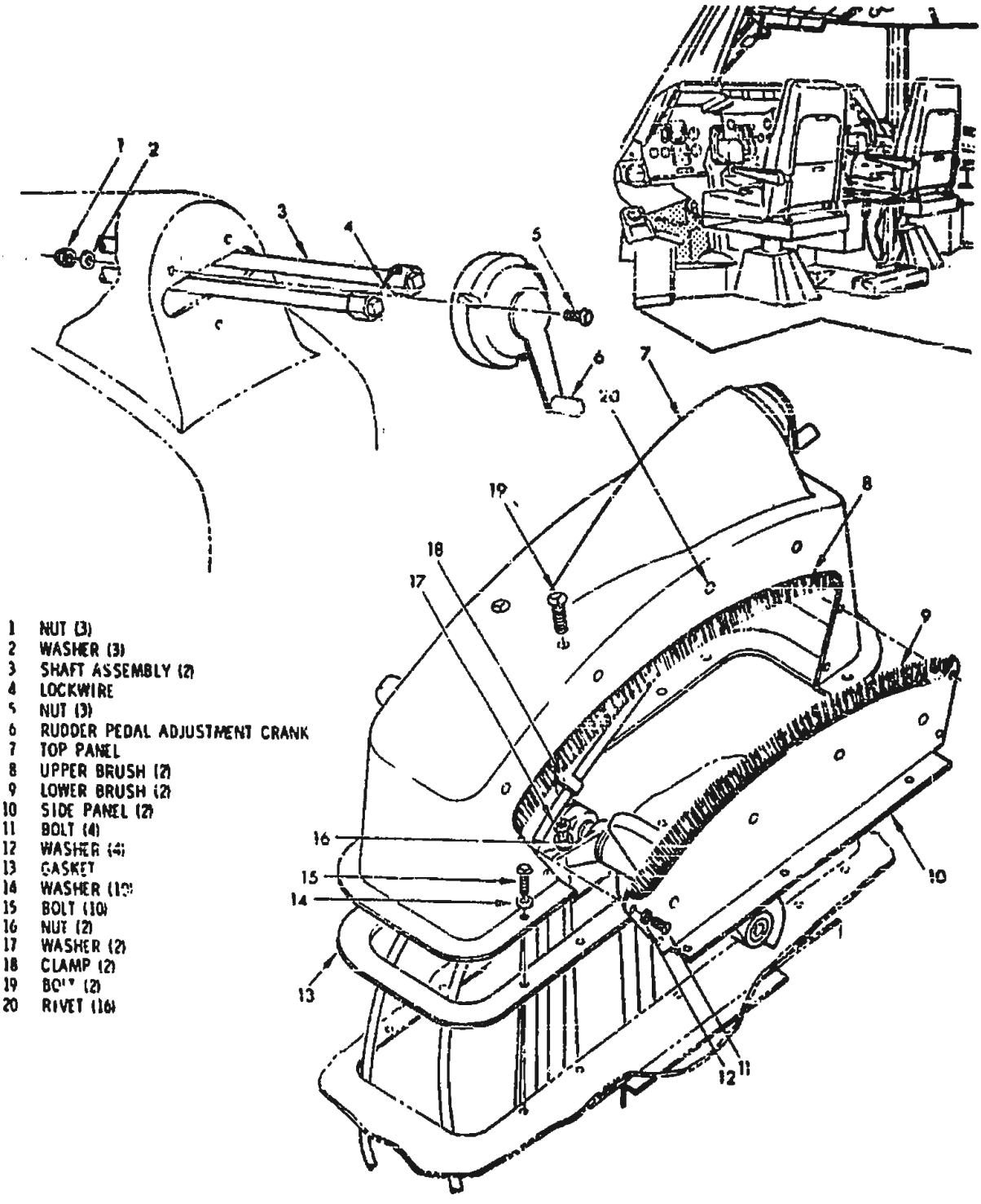
R (11) Install screws attaching side panels to top panel.

R (12) Position upper and lower brushes on panels.

(13) Rotate rudder pedal adjustment crank until arrow on face of crank is aligned with position FWD 5. Rudder pedals should move forward.

(14) Rotate adjustment crank in opposite direction until arrow is aligned with position 5 AFT. Rudder pedals should move aft.

(15) Rotate adjustment crank handle until arrow is aligned with mid position.



M1-0000-25-3592

R Rudder Pedal Trim Cover - Removal and Installation
R Figure 401

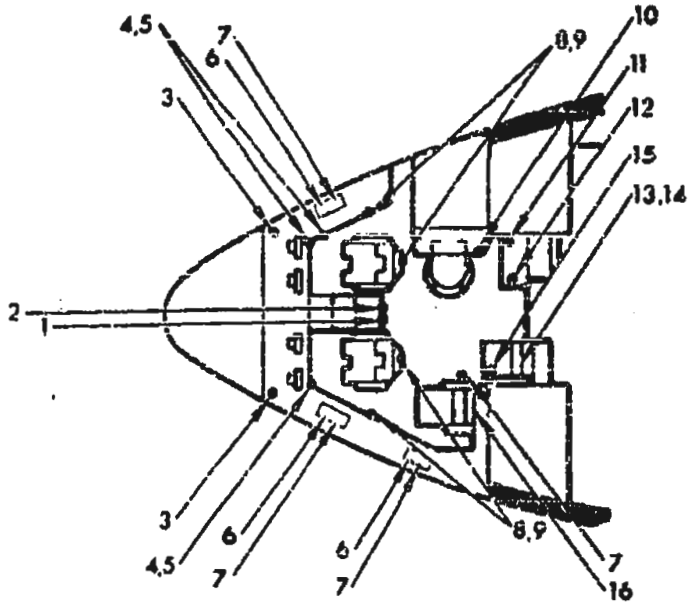
EFFECTIVITY: ALL

001B

FLIGHT COMPARTMENT LOOSE EQUIPMENT - DESCRIPTION AND OPERATION

1. General

The flight compartment loose equipment consists of the items as shown in Figure 1.



ITEM NO.	DESCRIPTION	NO. UNITS	LOCATION	ZONE
1	MICROPHONE (PASS ADDRESS)	1	CENTER CONSOLE - AFT SIDE	210
2	HANDSET	1	CENTER CONSOLE - AFT SIDE	210
3	HEADSET	5	PILOT, CO-PILOT, FE/SO, EACH OBSERVER	210
4	MICROPHONE	5	PILOT, CO-PILOT, FE/SO, EACH OBSERVER	210
5	HEADSET/BOOM MIKE	3	PILOT, CO-PILOT, AND FIRST OBSERVER CONSOLES	210
6	CUP HOLDER	4	PILOT, CO-PILOT, FE/SO, AND FIRST OBSERVER	210
7	ASH RECEIVER	5	PILOT, CO-PILOT, FE/SO, FIRST OBSERVER CONSOLE AND AFT OF FIRST OBSERVER SEAT	210
8	CREW LIFE VEST	5	1 EACH - PILOT LEFT SIDE CONSOLE CO-PILOT RIGHT SIDE CONSOLE CO-PILOT SEAT - AFT SIDE PILOT SEAT - AFT SIDE	210
9	SMOKE GOGGLES		CABINET - LEFT OVERHEAD	211
10	SPARE LAMP FUSE HOLDER	1	FE/SO TABLE, RIGHT SIDE (BELOW)	212
11	DOOR HAND CRANK	1	CLOSET - RIGHT SIDE	215
12	KEYS TO FLIGHT DOOR	1	CLOSET - RIGHT SIDE	215
13	FIRE AXE	1	PARTITION - AFT OF SECOND OBSERVER	211
14	FIRE EXTINGUISHER	1	PARTITION - AFT OF SECOND OBSERVER	211
1 15	ASBESTOS GLOVES	1	CABINET - ABOVE SECOND OBSERVER	211
16	PORTABLE OXYGEN WITH MASK	1	CLOSET - LEFT SIDE	211

NOTE:
1 ON AIRCRAFT 001-051

M1-1002-25-313

Flight Compartment Loose Equipment Summary
Figure 1

PASSENGER COMPARTMENT - DESCRIPTION AND OPERATION

1. General

The passenger compartment (Ref. Fig. 1 and 2) is a single floor-level, pressurized, and temperature-controlled area. The compartment is approximately 19 feet wide, 128 feet long, and 8 feet high.

The compartment is divided into six submajor zones, 220 through 270 (Ref. 25-00-00, Fig. 5). Major categories of equipment and furnishings within the passenger compartment are:

Passenger compartment seats

Service modules

Stowage

Equipment and furnishings

Trim and insulation

Loose equipment

A. Passenger Compartment Seats

CR CR The passenger compartment provides seating for eight attendants and 4 food service specialists, plus passengers.

A passenger control unit is mounted in each seat arm rest.

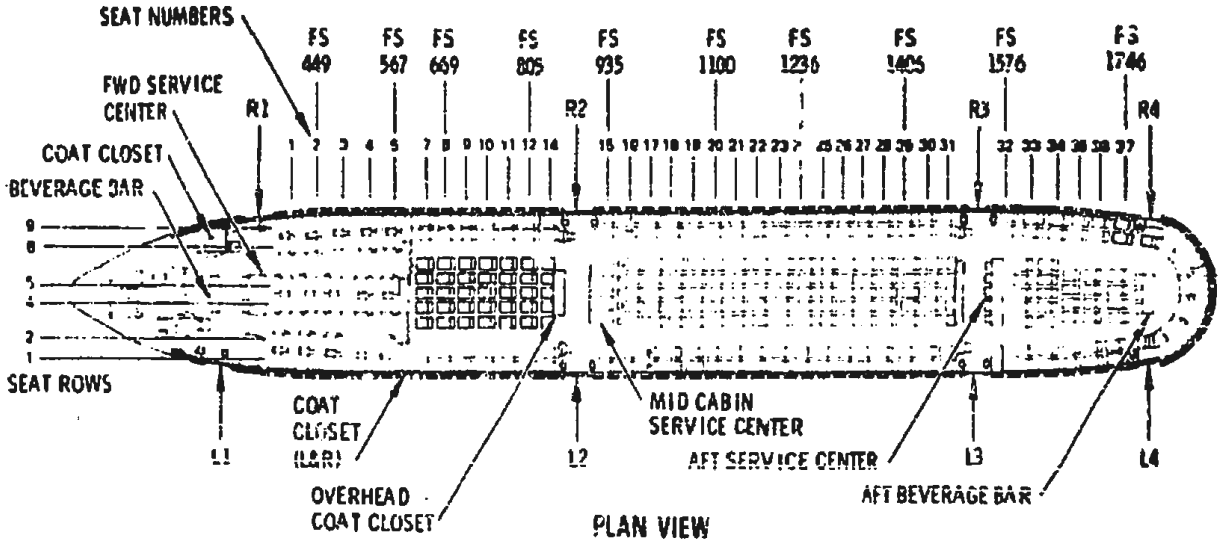
B. Service Modules

Each overhead passenger service module (PSM) contains oxygen masks, reading lights, and air outlets. There are two types of PSM's: outboard overhead and center overhead.

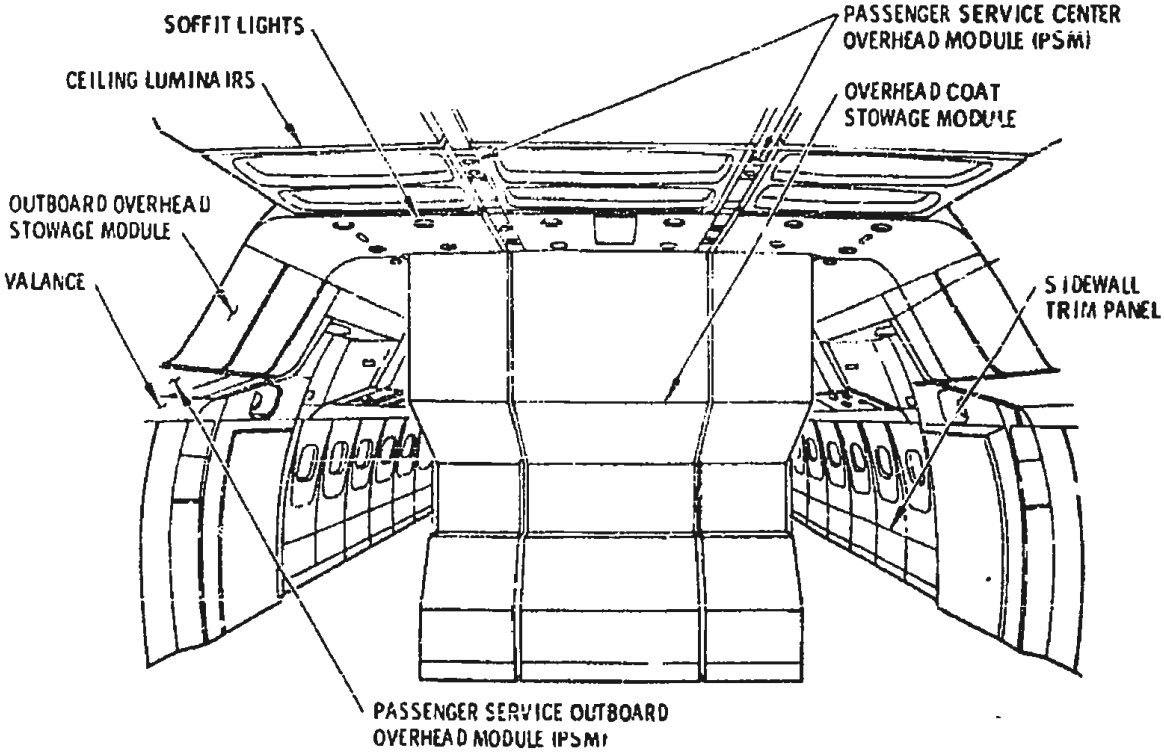
The passenger compartment attendant and food service specialist oxygen mask modules (in the passenger compartment) are mounted in the ceiling above their respective attendants seats.

C. Stowage

Coat closet space includes the forward coat closet, and electrically powered overhead coat stowage modules. Other stowage facilities consist of the floor-mounted stowage units below the overhead coat closets, space above the



PLAN VIEW

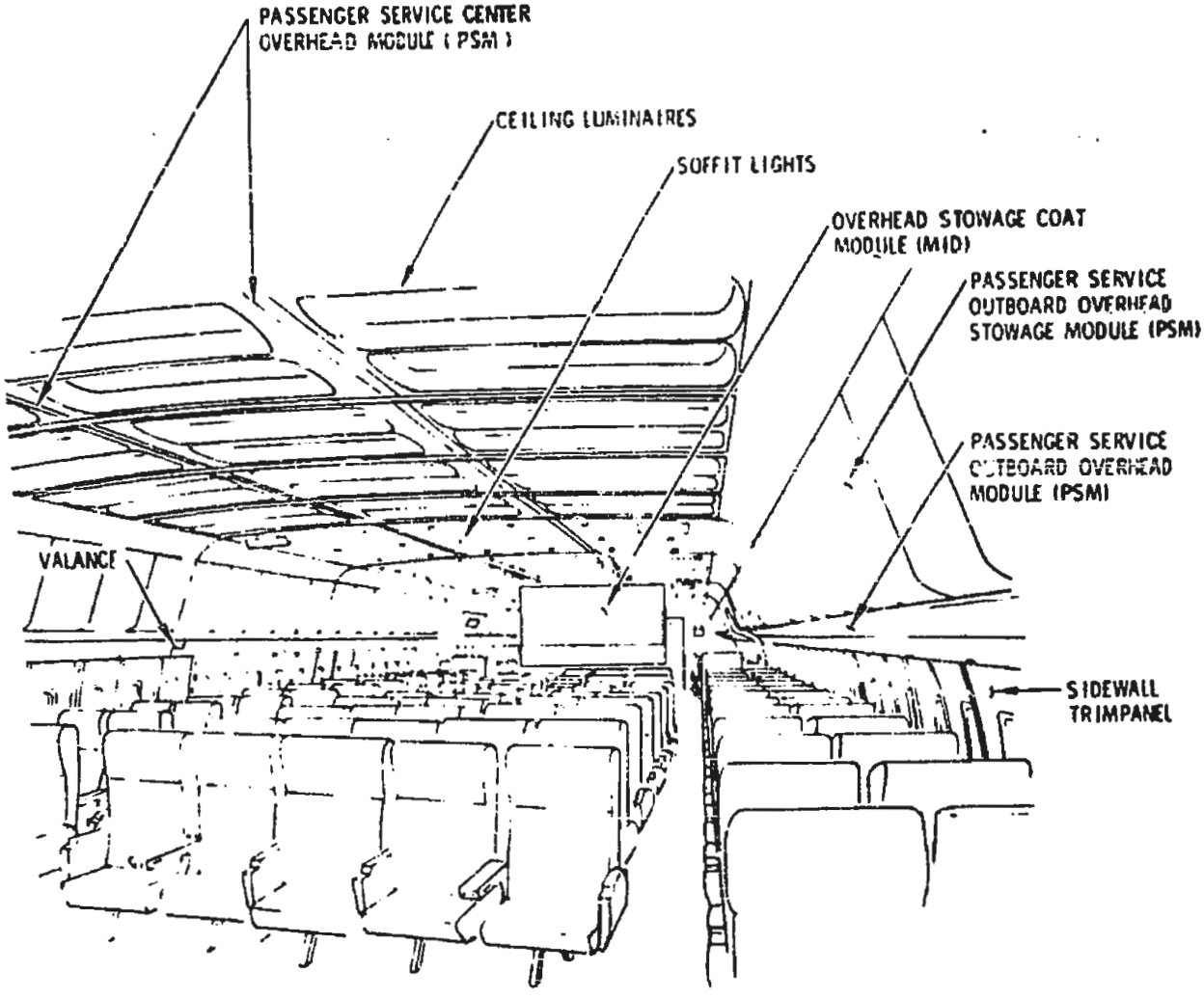


VIEW LOOKING AFT FROM MID CABIN

M1-0001-25-2509

CR
CR

Passenger Compartment
Figure 1



VIEW LOOKING AFT FROM FS 983

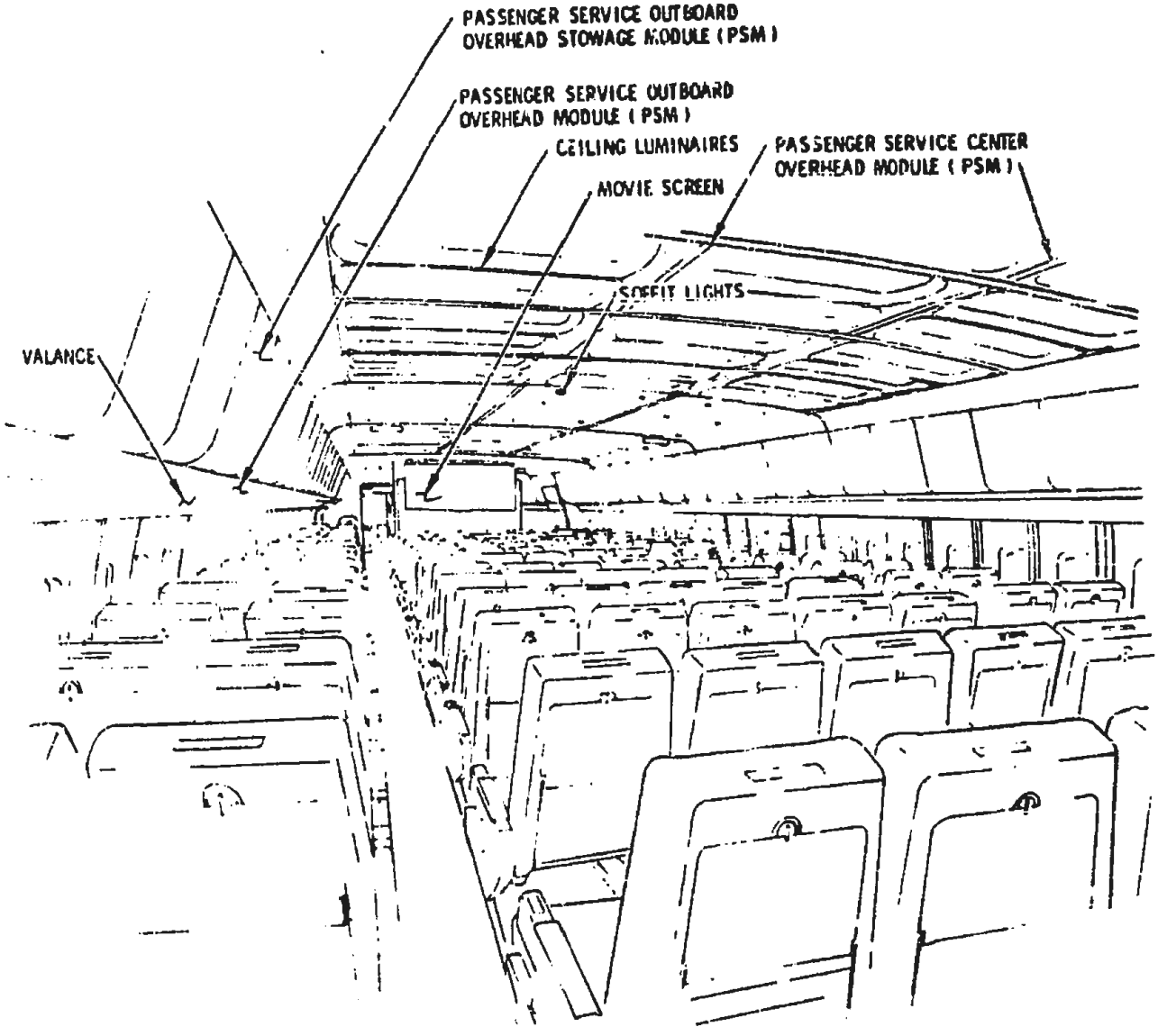
M1-0000-25-2870

CR
CR

Passenger Compartment - Aft View
Figure 1

EFFECTIVITY: ALL

001B



VIEW LOOKING FORWARD FROM FS 1500

Mi-0000-Z-2871

CR
CR

Passenger Compartment - Forward View
Figure 2

EFFECTIVITY: ALL

forward coat closet, the outboard overhead stowage modules, and magazine racks.

D. Miscellaneous Equipment and Furnishings

Electrical service outlets (115V ac) are located in the passenger compartment.

A partition conceals the forward service center from passenger view. A movable class partition separates the first and coach class sections.

Floor covering consists of carpeted sections, seat track covering, and Polyplastic entryway floor covering.

Movie screens are located in the passenger compartment.

E. Trim and Insulation

The passenger compartment is insulated with fire-resistant, sound-retardant fiber glass batting sections. A decorative cover of Tedlar is bonded to the sidewall and ceiling trim panels. The cover is washable, fire-resistant, and durable.

Each passenger window is equipped with a sliding type window shade.

A shroud and trim are installed around the passenger and service doors. These doors are provided with a small window for viewing.

A valance covers the fluorescent lighting along the outboard sides of the compartment. Ceiling luminaires cover the C-shaped ceiling fluorescent lamps.

Aspirator grille and jet pump units are located outboard and overhead in the passenger compartment. The units recirculate passenger compartment air.

The forward and aft attendant control panels contain a public address microphone, switches for passenger compartment lights, and controls for boarding music and movie projectors.

F. Loose Equipment

Various items of loose equipment are stowed within the passenger compartment (Ref. 25-27-00).

CR 2. AIRCRAFT 11001 AND 11002 SALE/LEASE BACK TO 5-STAR AIRLINES

CR A. Airplanes 11001 and 11002 were sold to the Interface Group
CR Inc. of Boston, Mass. in an agreement that will allow TWA to
CR lease the aircraft during the peak summer season. During
CR the winter season the aircraft will be operated by Iasco
CR crews under the name Five Star Airlines. The aircraft will
CR continue to be maintained and serviced by TWA based in
CR Boston. Operations will include tourist flights to points
CR which necessitates installation of overwater emergency and
CR navigational equipment. Cabin arrangement is for 345
CR passenger all economy capacity. Existing maintenance manual
CR and I.P.C. information is applicable except as follows.

CR B. Cabin Arrangement

CR (1) 345 Passenger all-coach configuration using existing
CR Weber aircraft coach 9-abreast seating at 32-inch seat
CR pitch. Zone A - 133 capacity, Zone D 157 capacity,
CR Zone E 55 capacity. Existing service centers are
CR removed and services capped below floor. The three
CR overhead closets are retained at doors 2, 3, and 4.
CR Four additional cart parking positions are added to the
CR lower galley for use during take off and landing. Four
CR coffeemakers are added to the mid cabin service
CR centers.

CR (2) Zone A windscreen

CR (a) A new windscreen is added at station 311. The
CR windscreen is constructed of aluminum honeycomb
CR with extruded aluminum edge members. Existing
CR fittings in the lowered ceiling area accept
CR bayonet fittings at the top edge-3 places. The
CR lower attachment is to aircraft seat tracks using
CR standard track fittings. The forward movie screen
CR is mounted to the windscreen as well as standard
CR literature pouches.

CR (b) Removal is accomplished by releasing three track
CR fittings at floor level. Slide lower edge
CR carefully forward or aft along floor until bayonet
CR fittings disengage at three ceiling locations.
CR Lay windscreen panel on end and remove from
CR aircraft.

CR (c) Installation is accomplished by the reverse procedure.

CR (d) Windscreen part numbers as follows:

		MFR P/N	TWA S/N
1.	Windscreen assembly	G02216-2	--
2.	Upper Support Fitting	G02216-3	--
3.	Seat Track Fitting	40299-10	86-6085
4.	Movie Screen	G01492-2	286-6942
5.	Literature Pouch	1-87238-5	86-2221
6.	Ceiling Fitting	1558425-101	--
7.	Covering Material	11843-5006	53-1000
8.	Flotation Placard	B02430-1	46-5066

CR (3) Passenger Seats

CR (a) The airplane is configured using existing Weber coach seats throughout the cabin. Refer to configuration diagram 2L-345/Card No. 30. All standard and front row seats are TWA standard parts except the following:

LOCATION	WEBER P/N	DESCRIPTION
Row 1-4/5/6	833301-401	Std 76491 frt row quint rewk to triple
Row 2-4/5/6/7	833302-401	Std 76491 frt row quint rewk to quad
Row 3-4/5/6/7	833303-401	Std 76492 quint rewk to quad
Row 4-4/5/6/7	833303-401	Std 76492 quint rewk to quad
Row 41-4/5/6/7	833304-401	Std 76492 quint rewk to 76493

C (b) The reworked seat assemblies are equivalent but not interchangeable. See TWA seat manual. Seatcovers are standard. Plastic panels on the seats are fabricated from Lexan material and must not be cleaned with harsh solvents. AMS 1550A cleaner, 50-1134, is the approved general interior cleaner. Seat cover pattern and part numbers are in computer listing access code G/MNT/SCW/XX 44 for A Zone, 55 for D Zone, 60 for E Zone. Obtain hard copy enter FOI/MNT/SCW/PXX/ADR-XXXXX.

C (4) Carpets

C (a) Carpet arrangement is in the computer record identified as L-345. Access code is G/MNT/SCN/XX 41 for index, 44 for A Zone, 67 for D Zone, 72 for E Zone.

C (5) PSM Arrangement

C (a) Standard L-1011 PSMs are used throughout the cabin except the following center column PSMs

C	P/N A03169-1	PSM-3	ROWS 17 and 35 RH
C	P/N A03169-2	PSM-2	ROW 19 RH
C	P/N A03169-3	PSM-2	Row 1 LH
C	P/N A03169-4	PSM-3	Rows 17 and 35 LH
C	P/N A03169-5	PSM-3	Row 1 RH

C Refer to TWA Drawing G02231 for overall PSM arrangement.

C (6) Passenger Entertainment System

CR (1) The existing video projectors are retained in Zones A, D, and E. The projector in former C-Zone ambassador class is deactivated.

C (7) Emergency Equipment

C (a) All cabin emergency equipment items are as on other TWA L-1011-1 A/C except as follows....

C 2 Portable oxygen cylinders are relocated from the removed class divider bustle to the wall outboard of the forward flight attendant seats.

C 1 Water extinguisher is relocated from the
C removed class divider to the compartment
C forward of L-1 door.

C The applicable emergency equipment diagram is
C A03168.

C (8) Placarding and Exterior Markings

C (a) All existing interior and exterior placarding
C information is applicable to P11001 and 11002
C except for removed class dividers and service
C centers. All exterior markings are standard TWA
C except for 5-Star logo on body and tail.

C (9) Galley Equipment Revision

C (a) Additional Grimes coffeemakers are installed by
C M.O. 70N70 in the mid cabin service center
C location where drinking fountains were removed by
C M.O. 70N51. Existing I.P.C. info does apply.
C Coffeemaker circuit breakers are located on lower
C galley C/B panels, CMS, CM9 LH CM10, CM11 RH.
C Four additional cart retractable mushrooms are
C added to the lower deck galley similar to existing
C installation.

C (10) The aircraft will return to TWA service by May 1985
C when they will be again reconfigured to standard TWA
C 28/48/194 configuration.

PASSENGER COMPARTMENT SEATS - DESCRIPTION AND OPERATION

1. General

The following passenger compartment seats and equipment (Ref. Fig. 1) are provided:

Forward and aft attendant seats

Mid-position attendant seats

Food service specialists seats

First class double-seat assemblies

CR Ambassador class double seat assemblies

Coach class double-seat assemblies

CR Coach class quint seat assemblies

Passenger seat belts

Attendant restraint assemblies

Passenger control units (PCU)

2. Forward and Aft Attendant Seats

A. Description

Two forward and two aft attendant seats (Ref. Fig. 2) are located in zones 220 and 270, respectively.

Attendant seats are bolted to subfloor and lavatory wall structures. Each seat consists of:

Pull-down seat bottom

Restraint assembly

Evacuation signal panel

Passenger call indicator lights

Crew interphone

Attendants personal equipment stowage

FOR ADDITIONAL PASSENGER CHAIR DATA (PROCEDURES & PARTS LIST)

SEE FILM MAGAZINE LABELED

CR

M1-0000-25-3147

R
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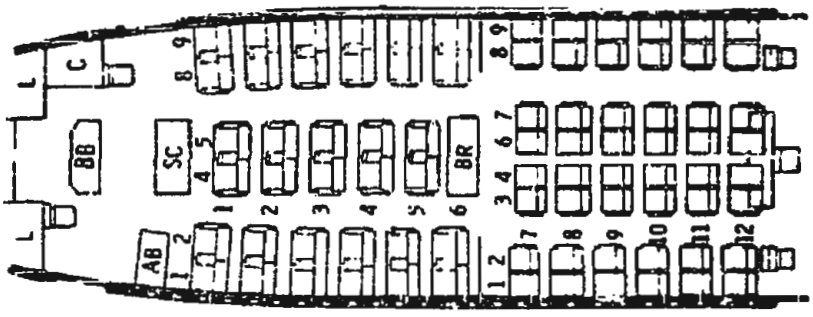

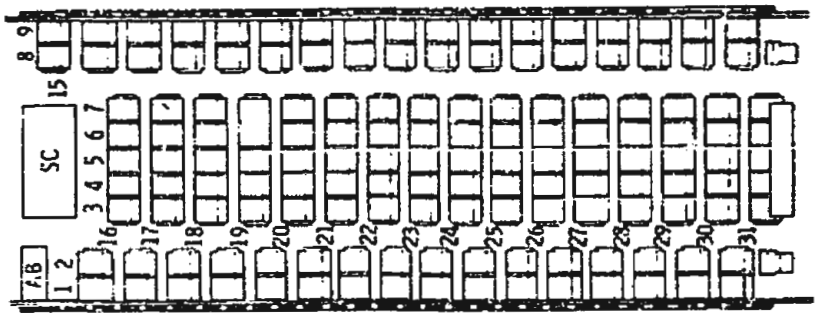

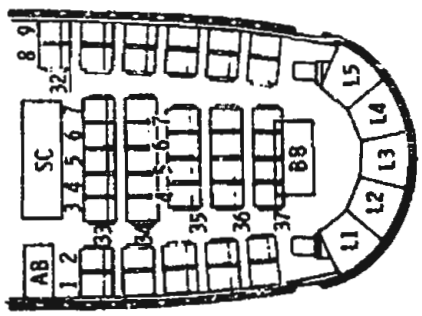

M1-0001-25-2547

C Passenger Compartment Seat Arrangement
C Figure 1 (Sheet 1)

R EFFECTIVITY: 001-011
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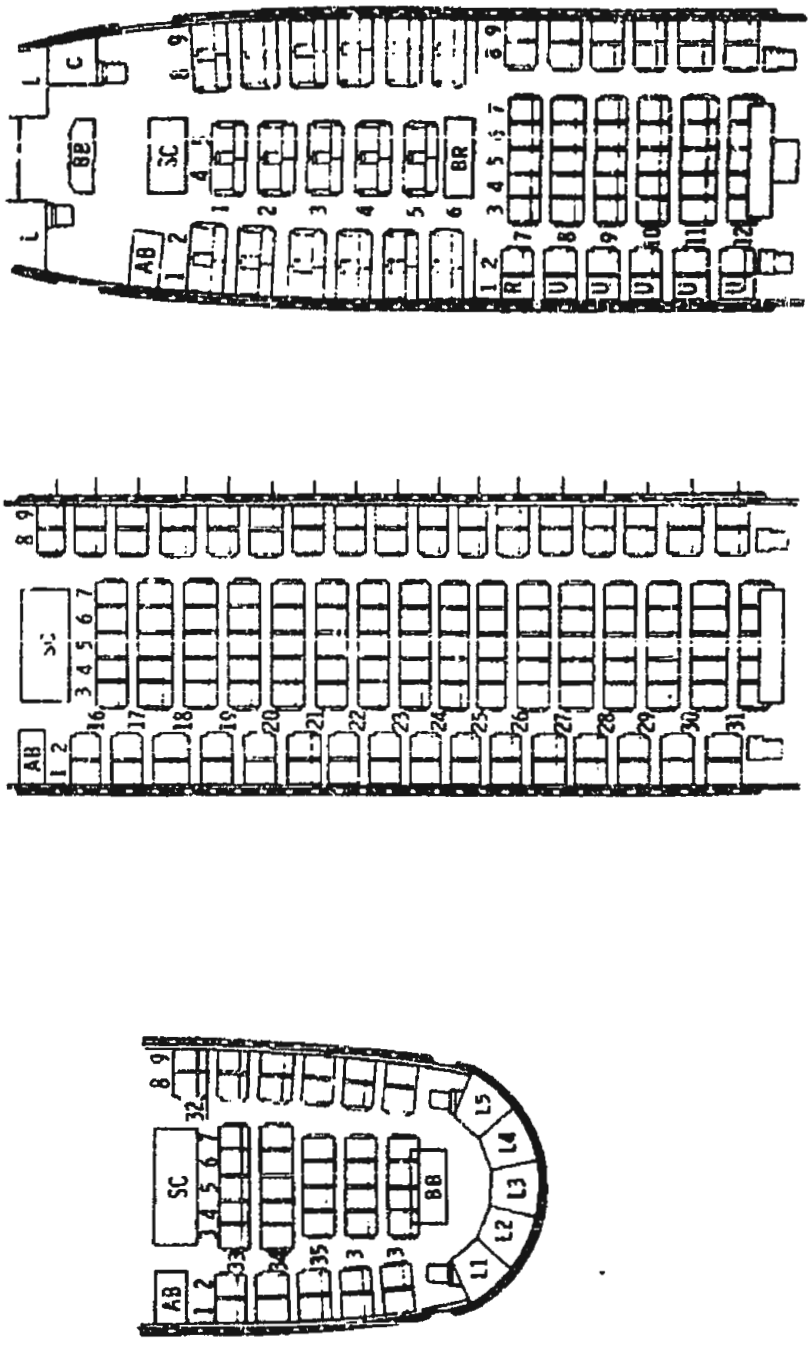

M1-0000-25-2913

C Passenger Compartment Seat Arrangement
C Figure 1 (Sheet 2)

R EFFECTIVITY: 012-018
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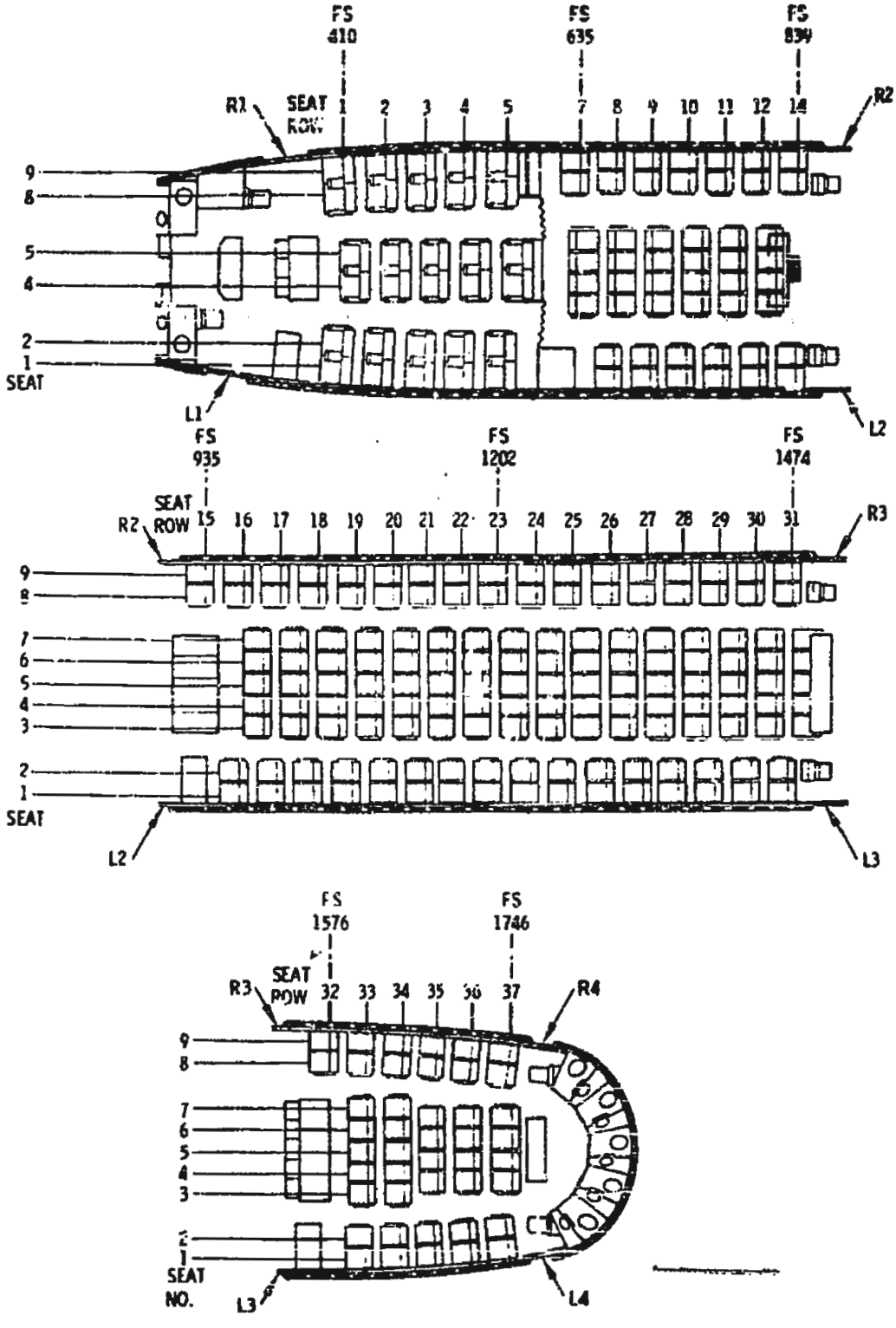
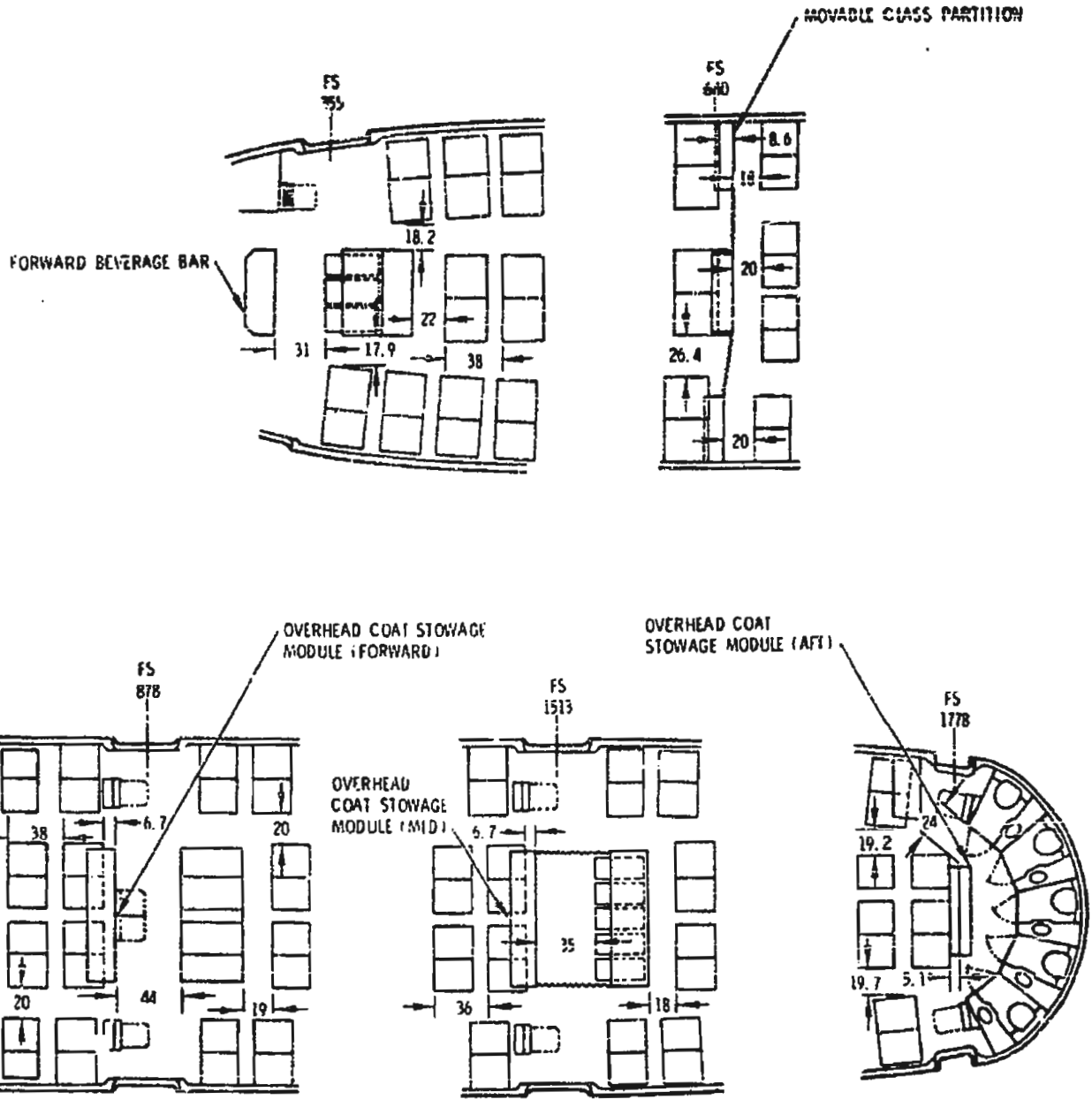
001B

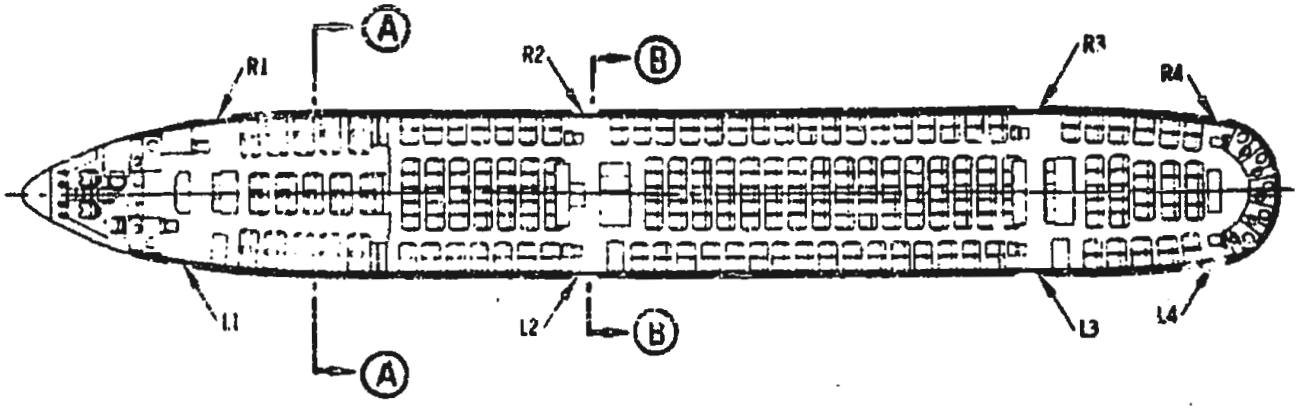


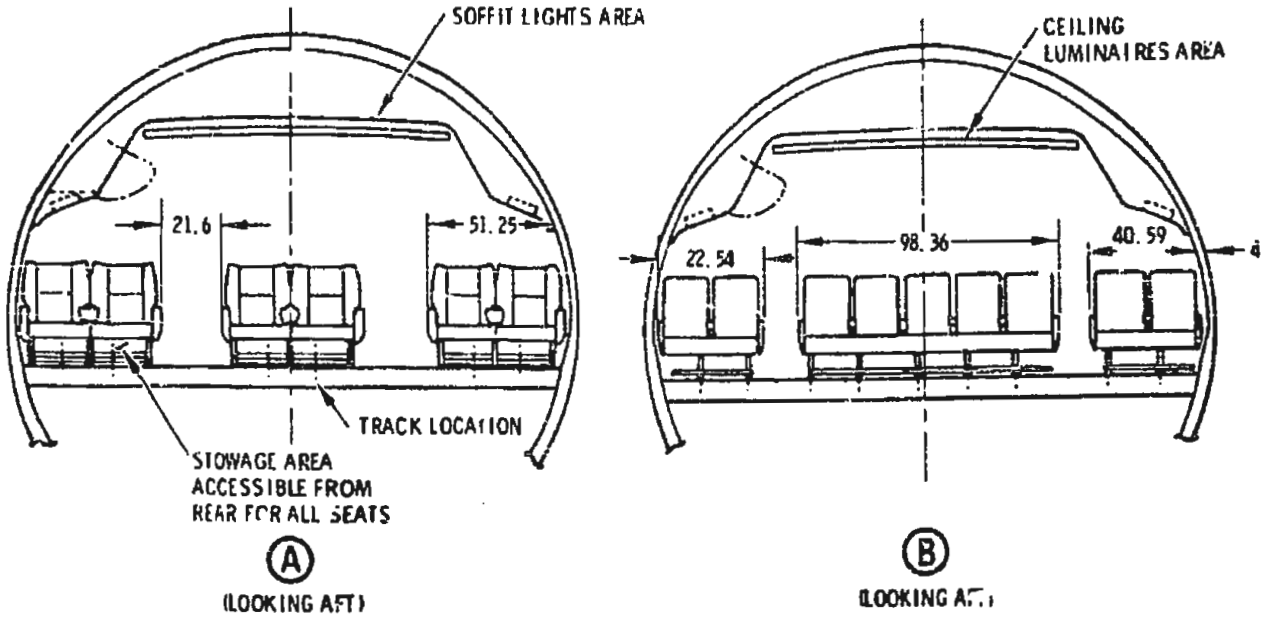
C Passenger Compartment Seat Arrangement
C Figure 1 (Sheet 3)



M1-5001-25-433

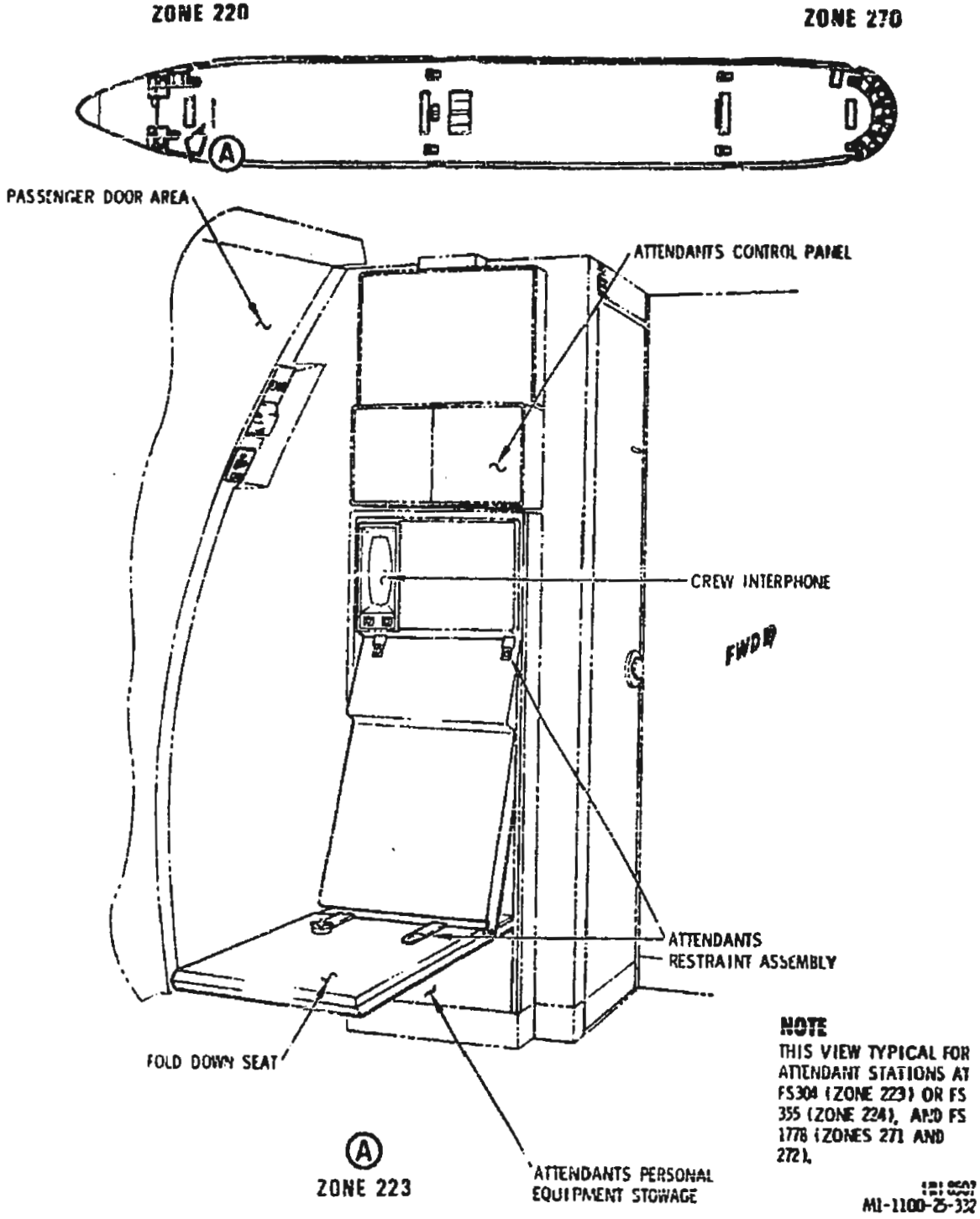
Passenger Compartment Seat Arrangement
Figure 1 (Sheet 4)





M1-0002-25-2552

C Passenger Compartment Seat Arrangement
C Figure 1 (Sheet 5)



Forward and Aft Attendant Seats
Figure 2

3. Mid-position Attendant Seats

A. Description

Two mid-position attendant seats (Ref. Fig. 3) are located in zone 240 and two in zone 260.

Attendant seats are bolted to subfloor structure. Each seat consists of:

Pull-down seat bottom

Restraint assembly

Evacuation signal panel

Passenger call indicator lights

Crew interphone

Attendants personal equipment stowage

4. Passenger Compartment Food Service Specialists Seat Assembly

A. Description

The passenger compartment Food Service Specialists seats (Ref. Fig. 4) are located in zone 240.

The double-seat assembly is built into the floor-mounted stowage unit. The seat assembly consists of:

Back and bottom cushions

Shoulder harness

Seat Belts

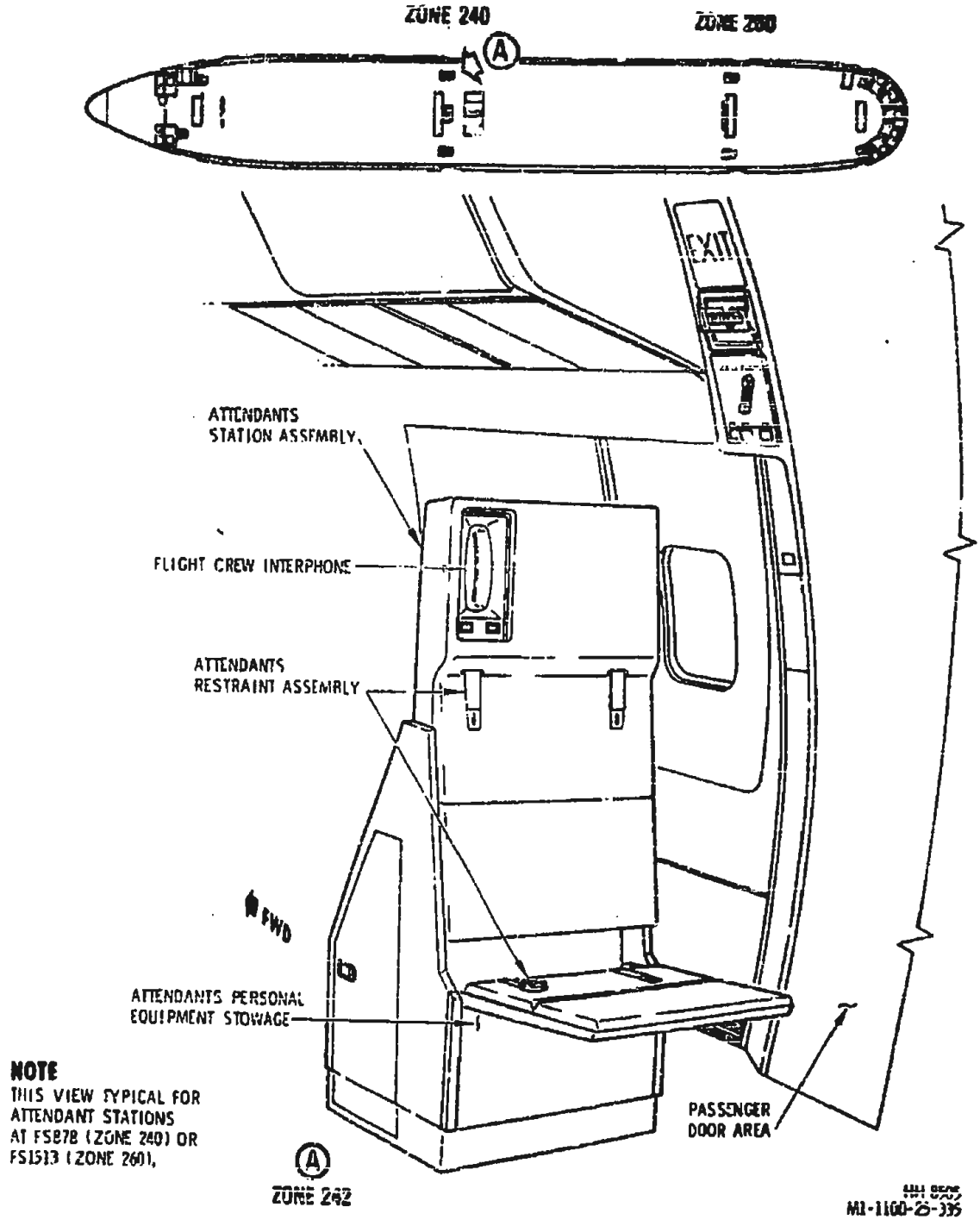
The seat assembly stows into the floor-mounted stowage unit when unoccupied.

5. First Class Double-seat Assembly

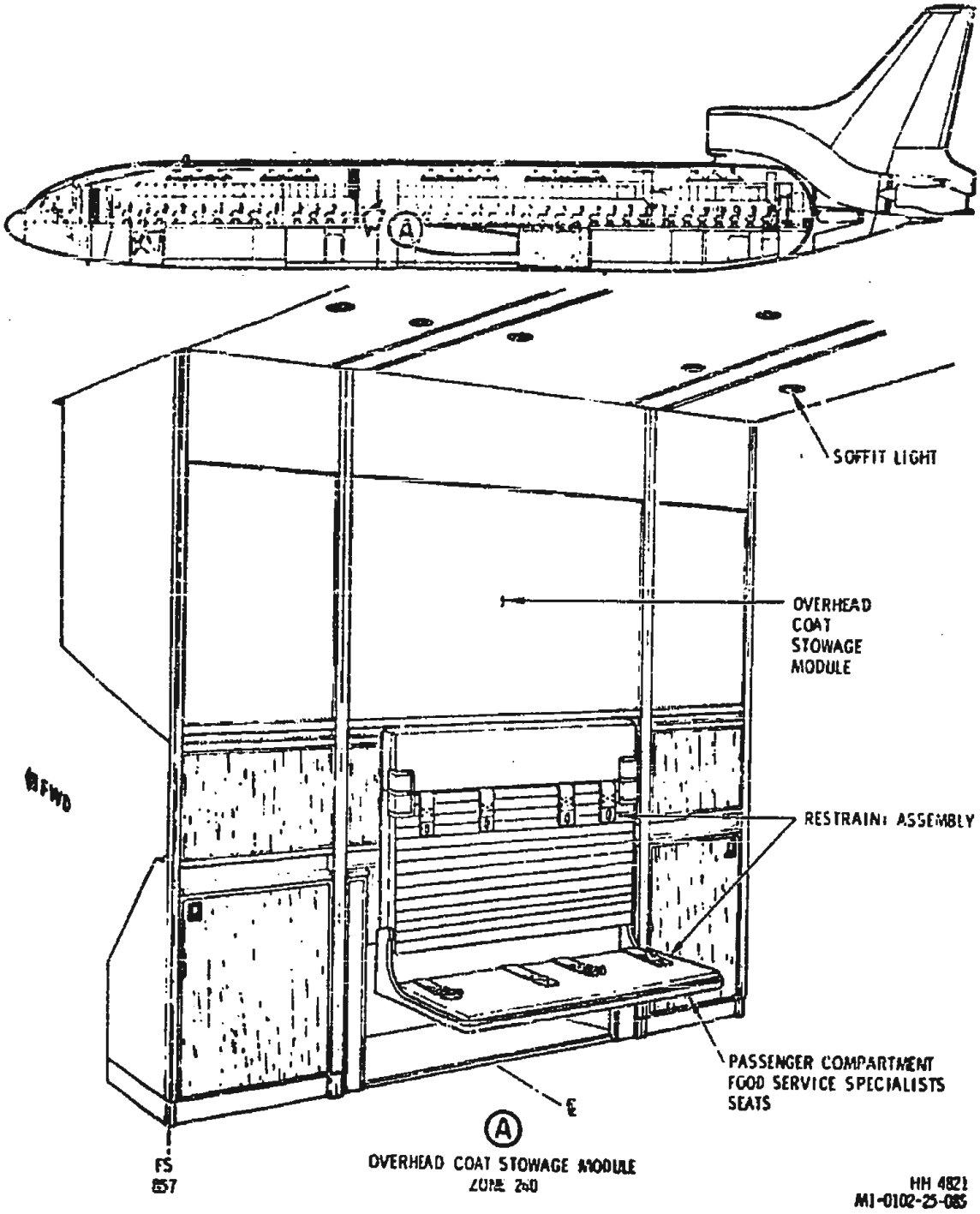
A. Description

The first class double-seat assembly (Ref. Fig. 5) is track mounted. The seat assembly consists of:

Seat belt



Mid-position Attendant Seats
Figure 3



Food Service Specialists Passenger Compartment Seat Assembly
Figure 4

Back recline control

Passenger control unit

Passenger utility table

Literature pocket

6. Coach Class Double-seat Assembly

A. Description

The coach class double-seat assembly (Ref. Fig. 8) is track mounted. The seat assembly consists of:

Seat belt

Back recline control

Passenger control unit

Passenger utility table

Literature pocket

The coach class single-seat assembly has the same equipment.

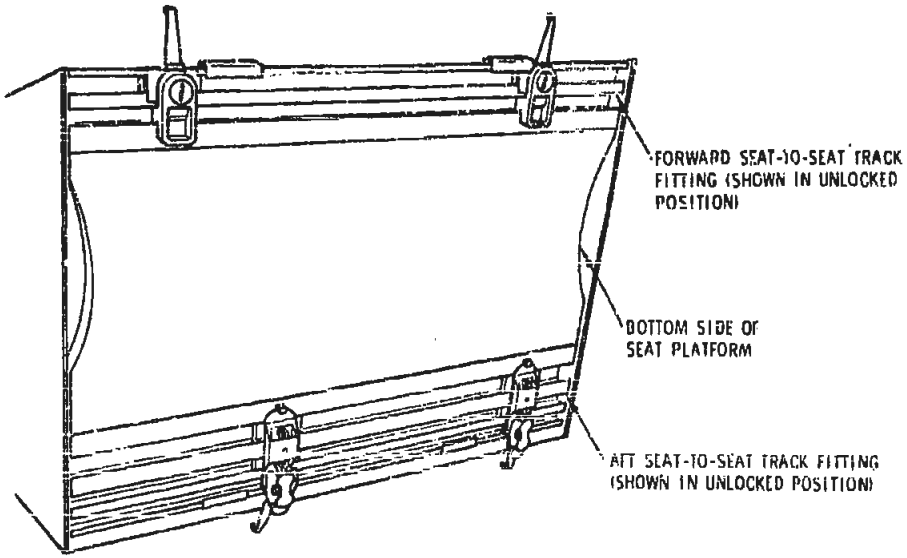
On aircraft 032-999, the coach class quadruple-seat assembly has the same equipment.

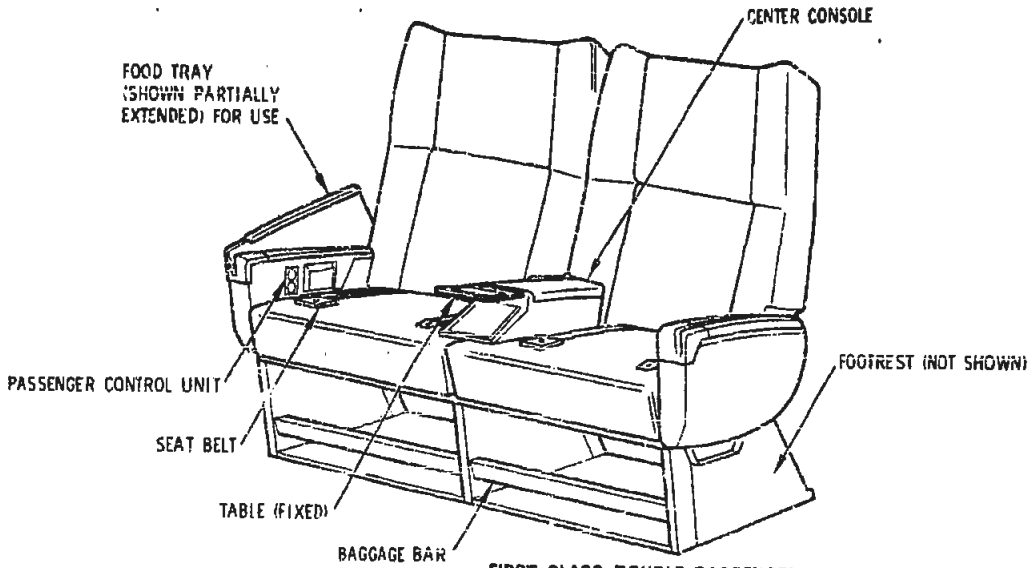
C 7. Attendant Seat Restraint System

C A. Description

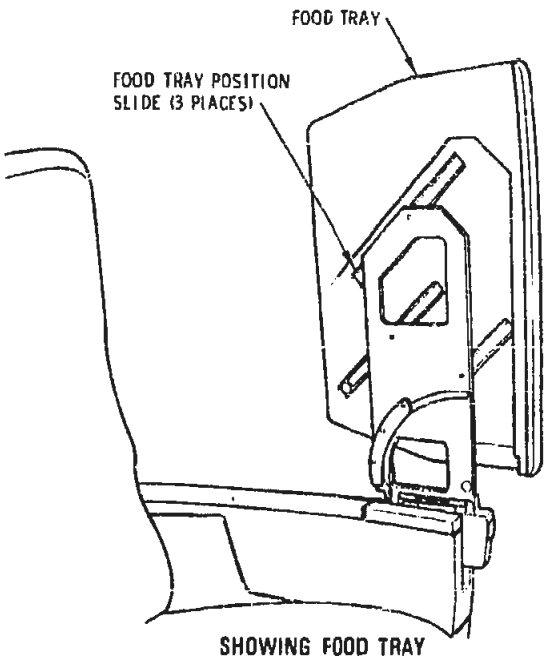
C Each of the twelve main deck cabin attendants seat positions
C is equipped with an individual harness restraint system.
C The harness is a continuous belt type equipped with a
C conventional metal-to-metal buckle. The belt is threaded
C through two lower loop brackets, mounted inside the seat
C base, and an upper loop fitting, located between the
C backrest and headrest cushions. Lap belt and shoulder
C restraint is adjusted by fastening the lap belt buckle, then
C pulling on the free end of the belt at the buckle.

C Details of this restraint system are shown on in Figure 8.
C Removal and installation instructions are given in 25-21-08,
C page 401.

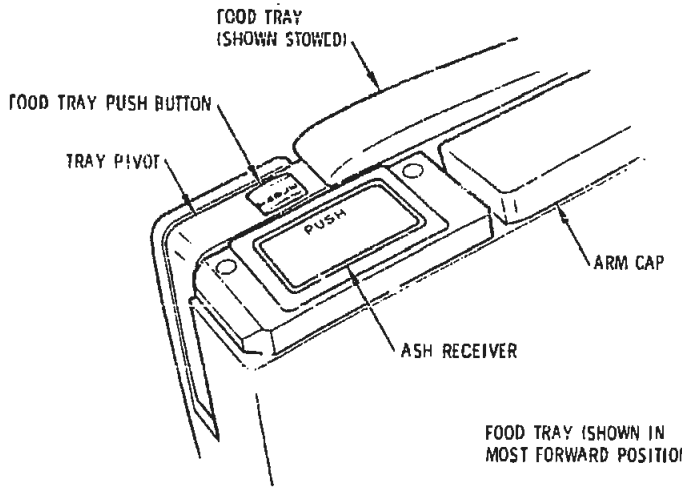

FORWARD SEAT-TO-SEAT TRACK FITTING (SHOWN IN UNLOCKED POSITION)
BOTTOM SIDE OF SEAT PLATFORM
AFT SEAT-TO-SEAT TRACK FITTING (SHOWN IN UNLOCKED POSITION)



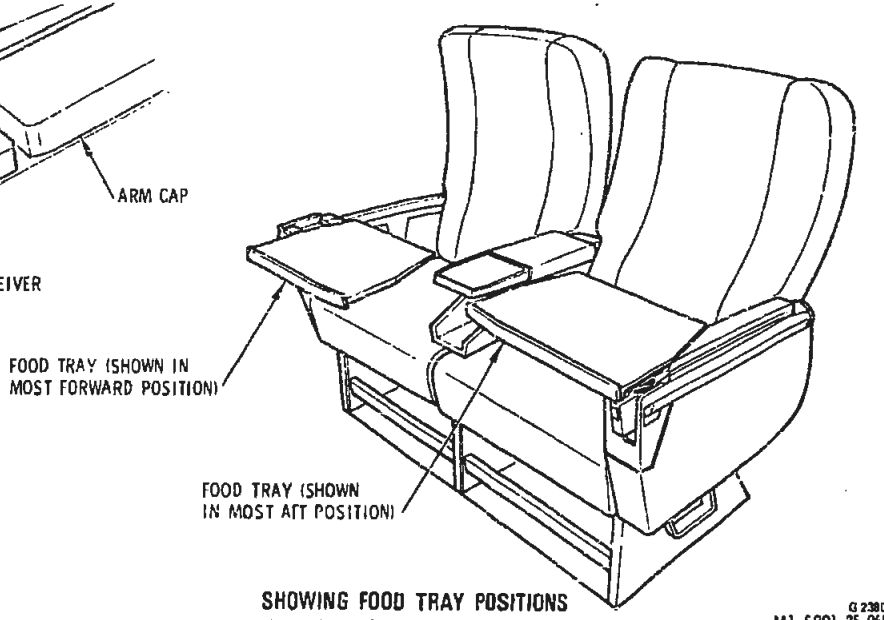
FIRST CLASS DOUBLE PASSENGER SEAT ASSEMBLY (PLATFORM TYPE)



SHOWING FOOD TRAY IN UP POSITION



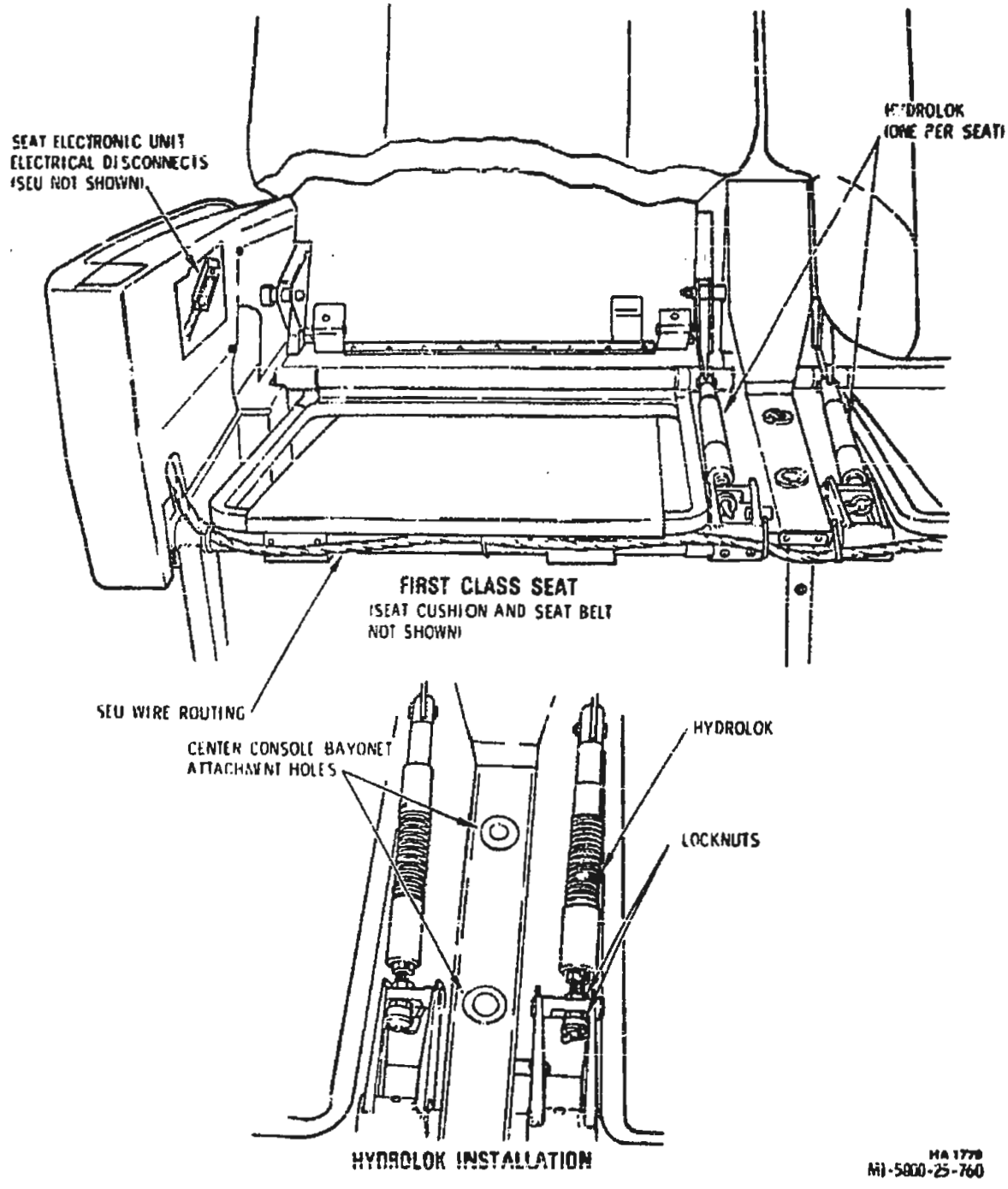
SHOWING FOOD TRAY IN STOWED POSITION



SHOWING FOOD TRAY POSITIONS (BY SLIDING FORWARD OR AFT)

G 2380
M1-5801-25-065

First Class Double-Seat Platform-type
Figure 5 (Sheet 1)



First Class Double-Seat Platform-type
Figure 5 (Sheet 2)

8. Passenger Control Unit (PCU)

A. Description

A passenger control unit (Ref. Fig. 9 through 12) is mounted in the center arm rest of each seat. The control unit consists of:

Reading light switch

Attendant call switch

Air outlet control switch

Audio channel select switch

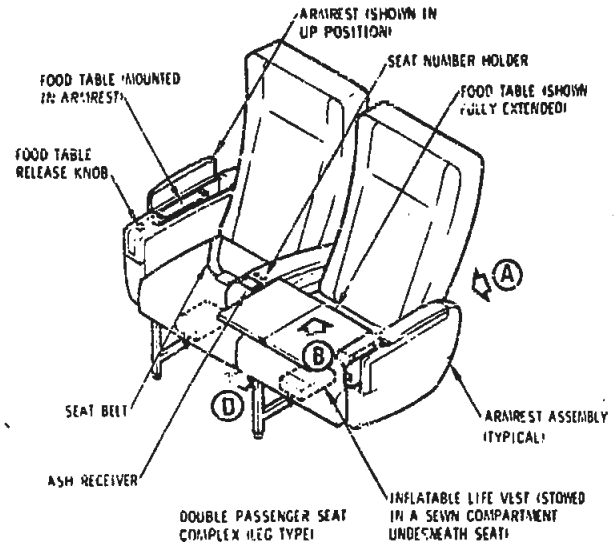
Audio volume control

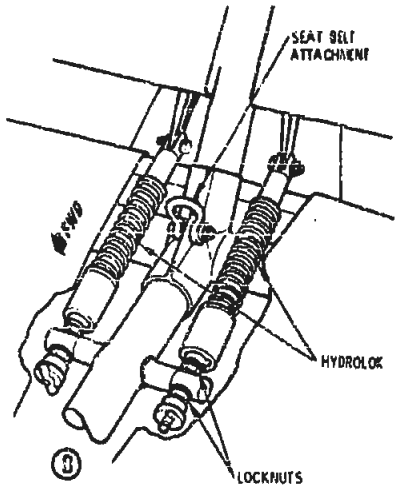
Audio earset receptacle

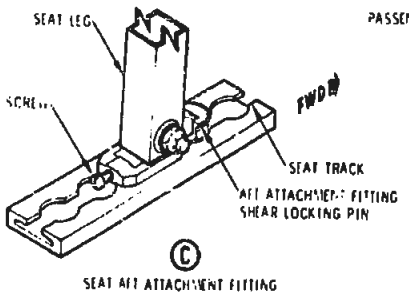
Control unit wire harness

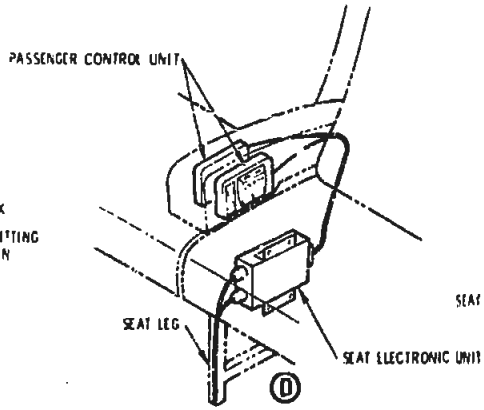
Seat electronics unit

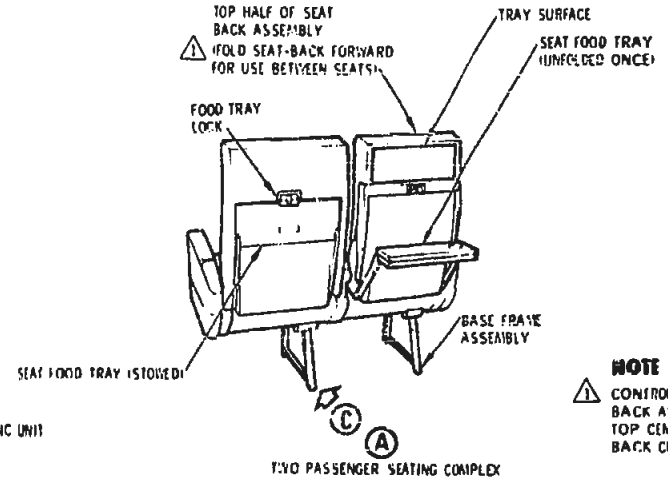
Seat-to-seat cable


ARMREST (SHOWN IN UP POSITION)
SEAT NUMBER HOLDER
FOOD TABLE (MOUNTED IN ARMREST)
FOOD TABLE (SHOWN FULLY EXTENDED)
FOOD TABLE RELEASE KNOB
SEAT BELT
ASH RECEIVER
ARMREST ASSEMBLY (TYPICAL)
INFLATABLE LIFE VEST (STOWED IN A SEWN COMPARTMENT UNDERNEATH SEAT)
DOUBLE PASSENGER SEAT COMPLEX (LEG TYPE)







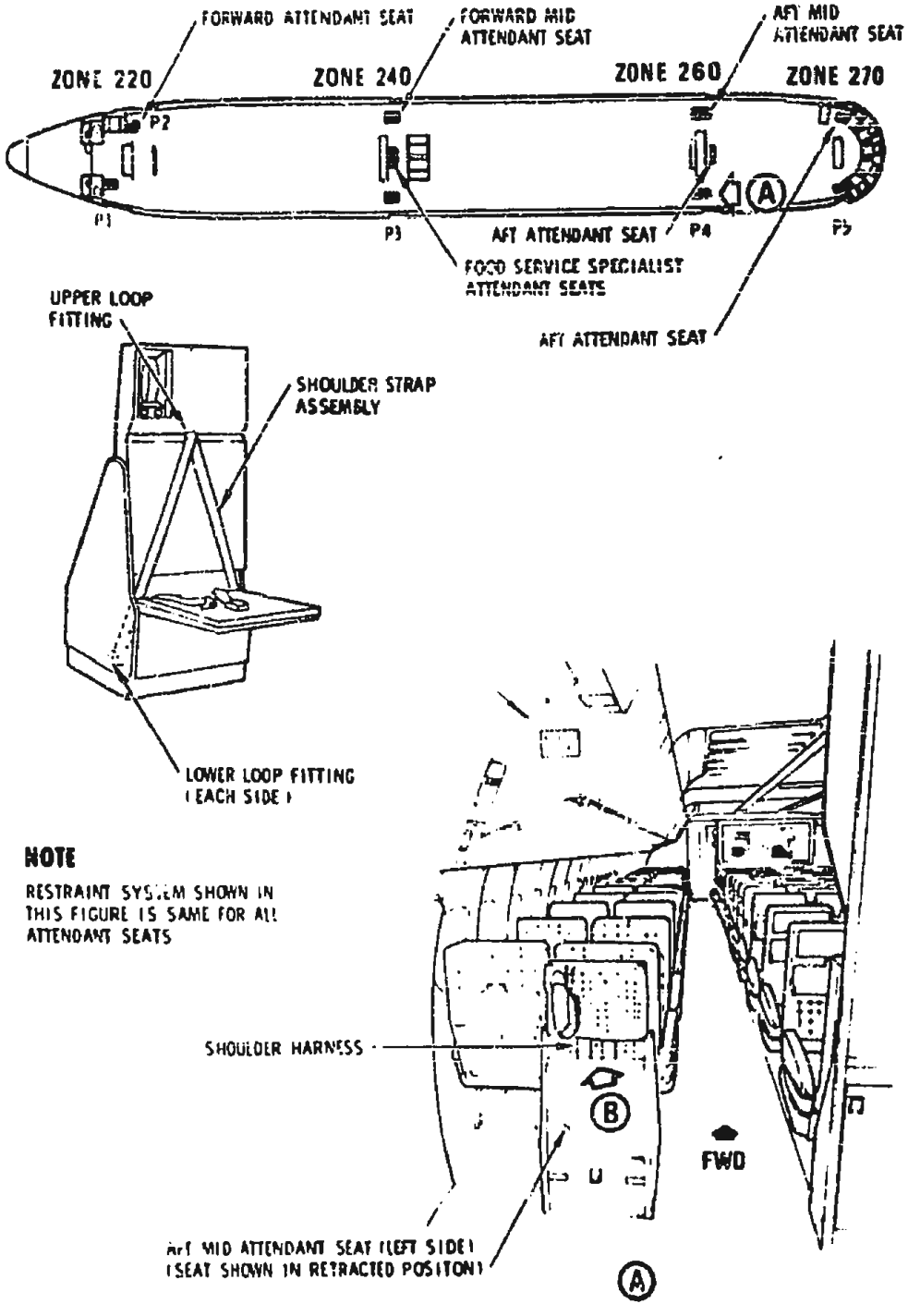

TOP HALF OF SEAT BACK ASSEMBLY
(FOLD SEAT-BACK FORWARD FOR USE BETWEEN SEATS)
TRAY SURFACE
SEAT FOOD TRAY (UNFOLDED ONCE)
FOOD TRAY LOCK
BASE FRAME ASSEMBLY
SEAT FOOD TRAY (STOWED)
TWO PASSENGER SEATING COMPLEX

NOTE

1. CONTROL FOR TOP HALF OF SEAT-BACK ASSEMBLY IS IMBEDDED IN TOP CENTER (FORWARD) OF SEAT BACK CUSHION.

G 2393
M1-5201-25-066

R Coach Class Double-seat Conventional Leg-type
R Figure 7



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CR Forward, Mid, Aft, and Passenger Compartment Food Service Specialist
CR Attendant Seat Restraint System
CR Figure 8

R EFFECTIVITY: ALL
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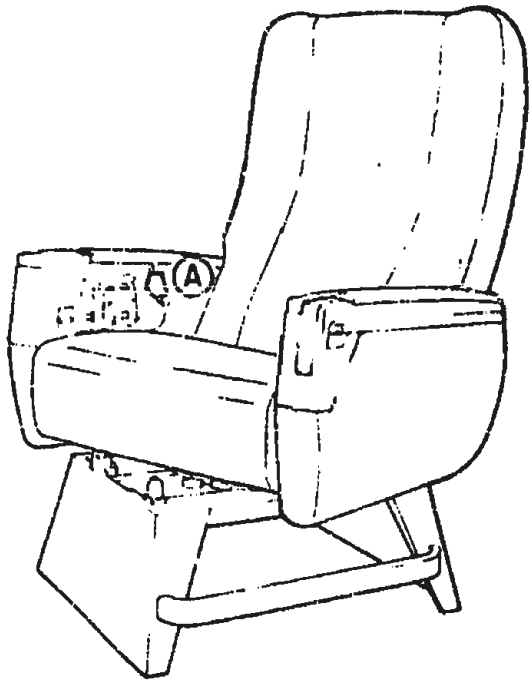
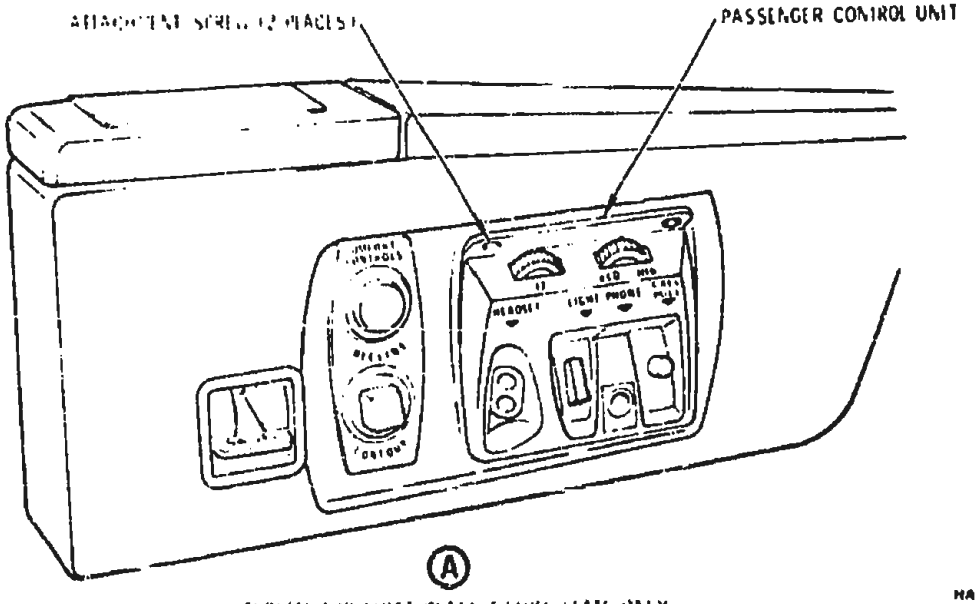


FIRST CLASS SWIVEL SEAT

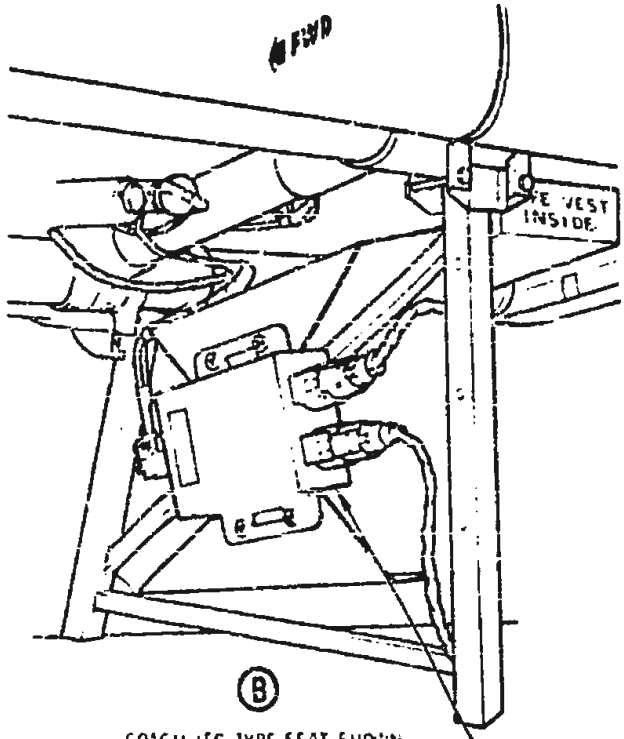


TYPICAL FOR FIRST CLASS SWIVEL SEATS ONLY

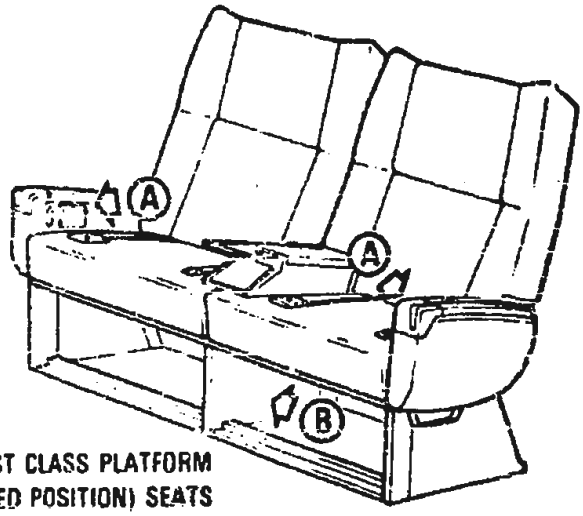
MA 1645
MI-5000-25-467

R Passenger Control Unit (PCU)
R Figure 9 (Sheet 1)

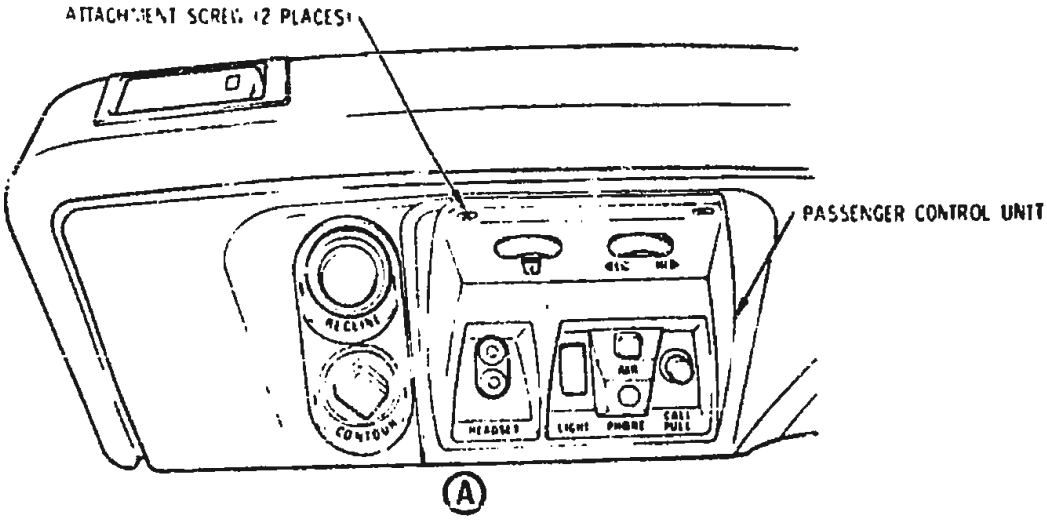
R EFFECTIVITY: ALL
R
0013



COACH LEG TYPE SEAT SHOWN
(TYPICAL ALSO FOR FIRST CLASS SEATS)



FIRST CLASS PLATFORM
(FIXED POSITION) SEATS



TYPICAL FOR COACH AND FIRST CLASS PLATFORM (FIXED POSITION) SEATS

MS 49007
ML-5000-25-470

R
R Passenger Control Unit (PCU)
Figure 9 (Sheet 2)

R EFFECTIVITY: ALL
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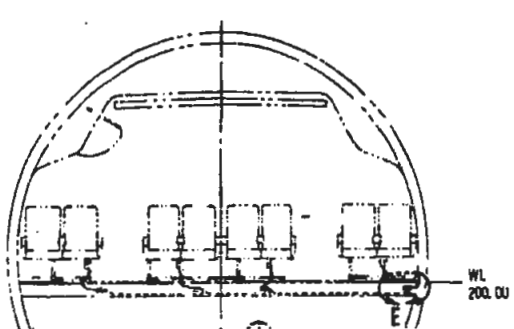
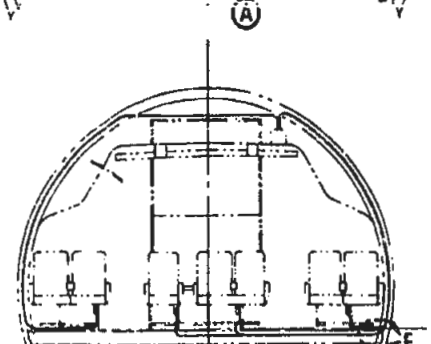
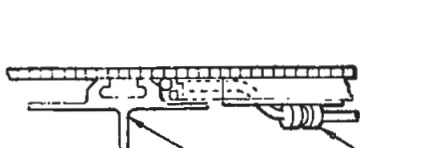
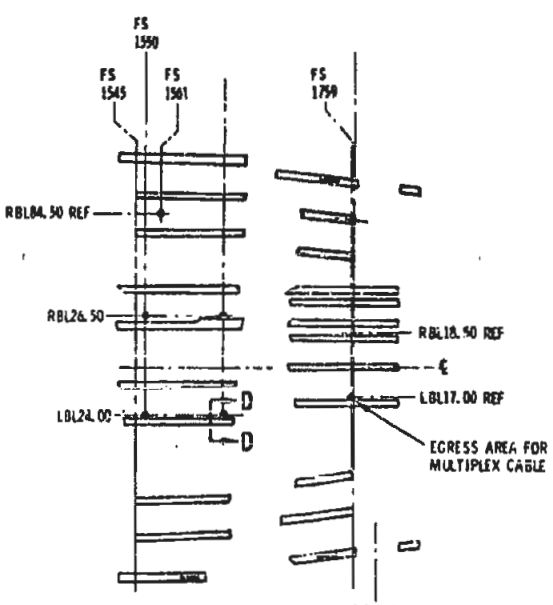
001B

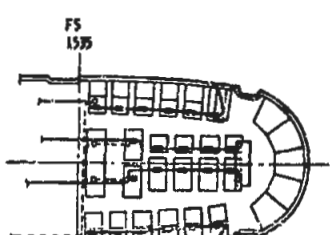




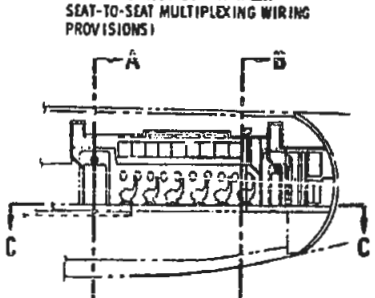


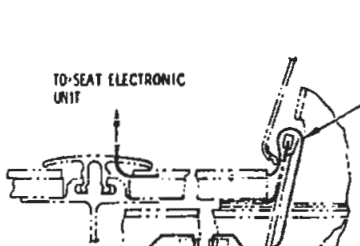
TYPICAL FLOOR FEED THRU
FOR MULTIPLEX AND POWER CABLE

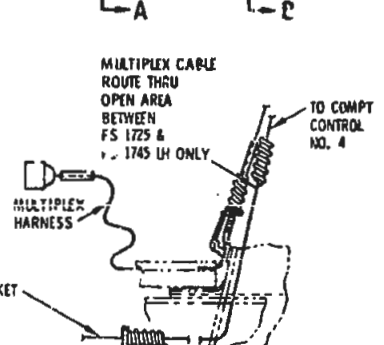




PLAN VIEW
(AFT PASSENGER COMPARTMENT
SEAT-TO-SEAT MULTIPLEXING WIRING
PROVISIONS)







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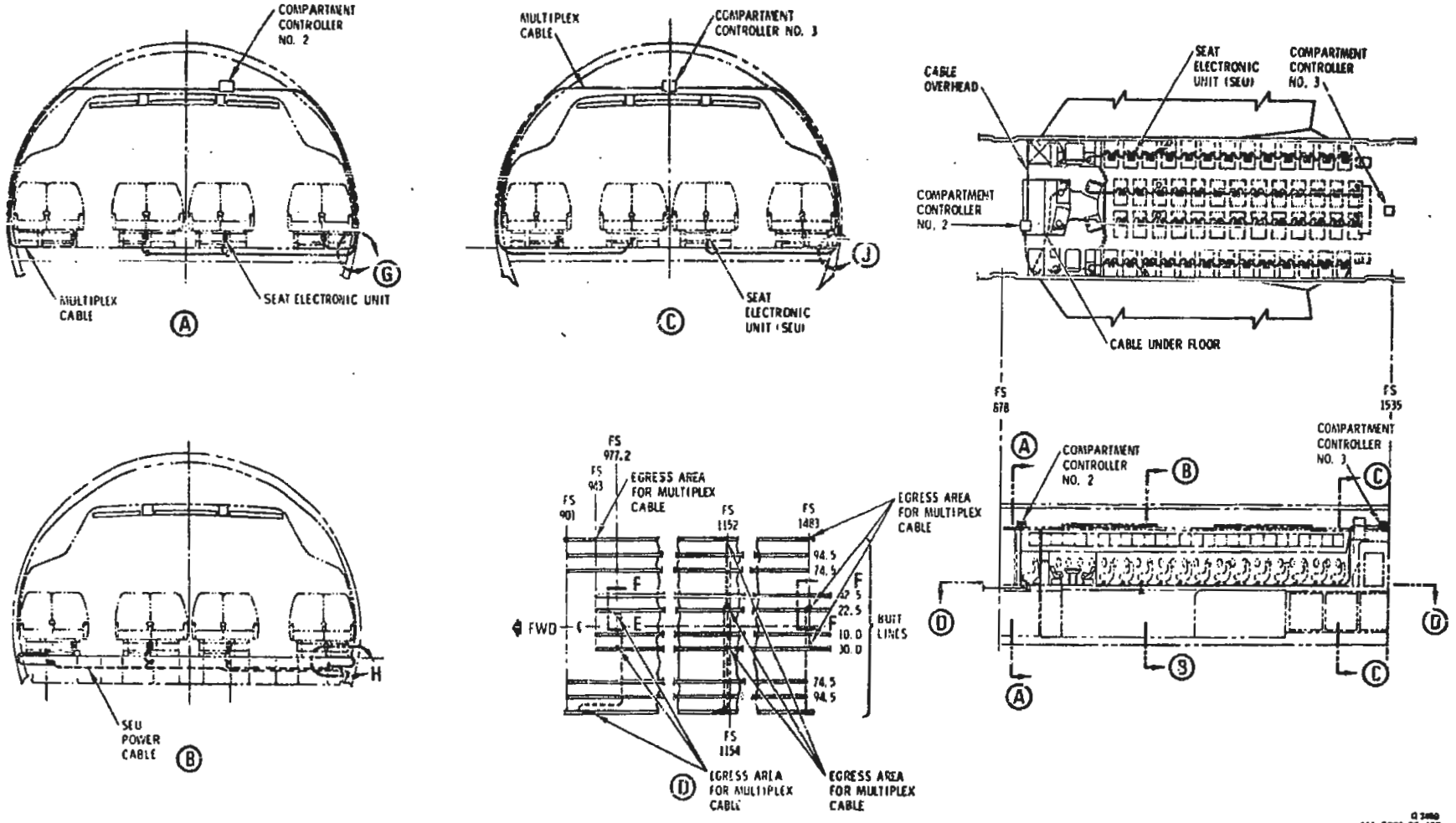
R Aft Passenger Compartment Seat-to-Seat
R Multiplexing Wiring Provisions
R Figure 10

EFFECTIVITY: ALL

001a



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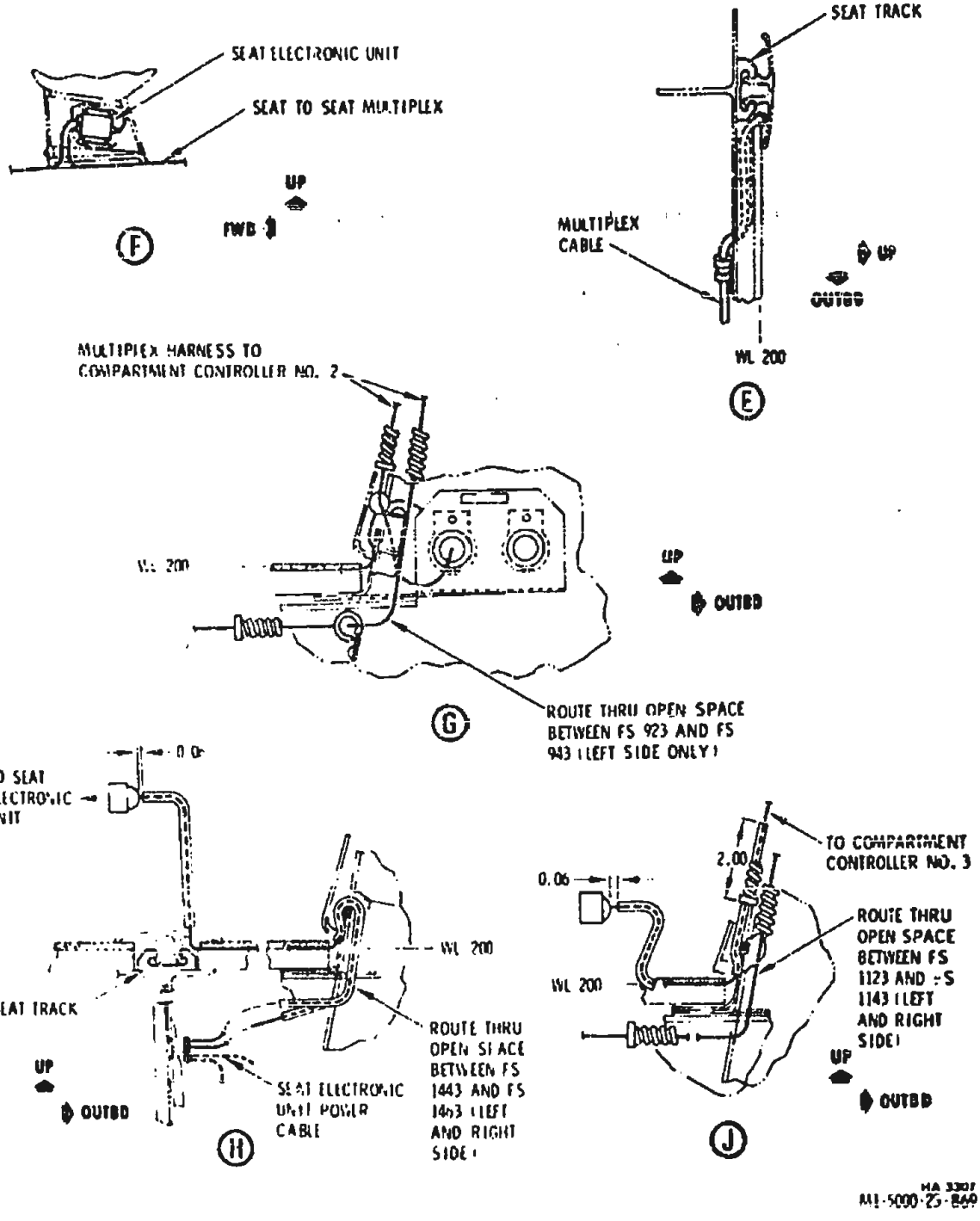
R Mid Passenger Compartment Seat-to-Seat
R Multiplexing Wiring Provisions
R Figure 11 (Sheet 1)

EFFECTIVITY: ALL

0018



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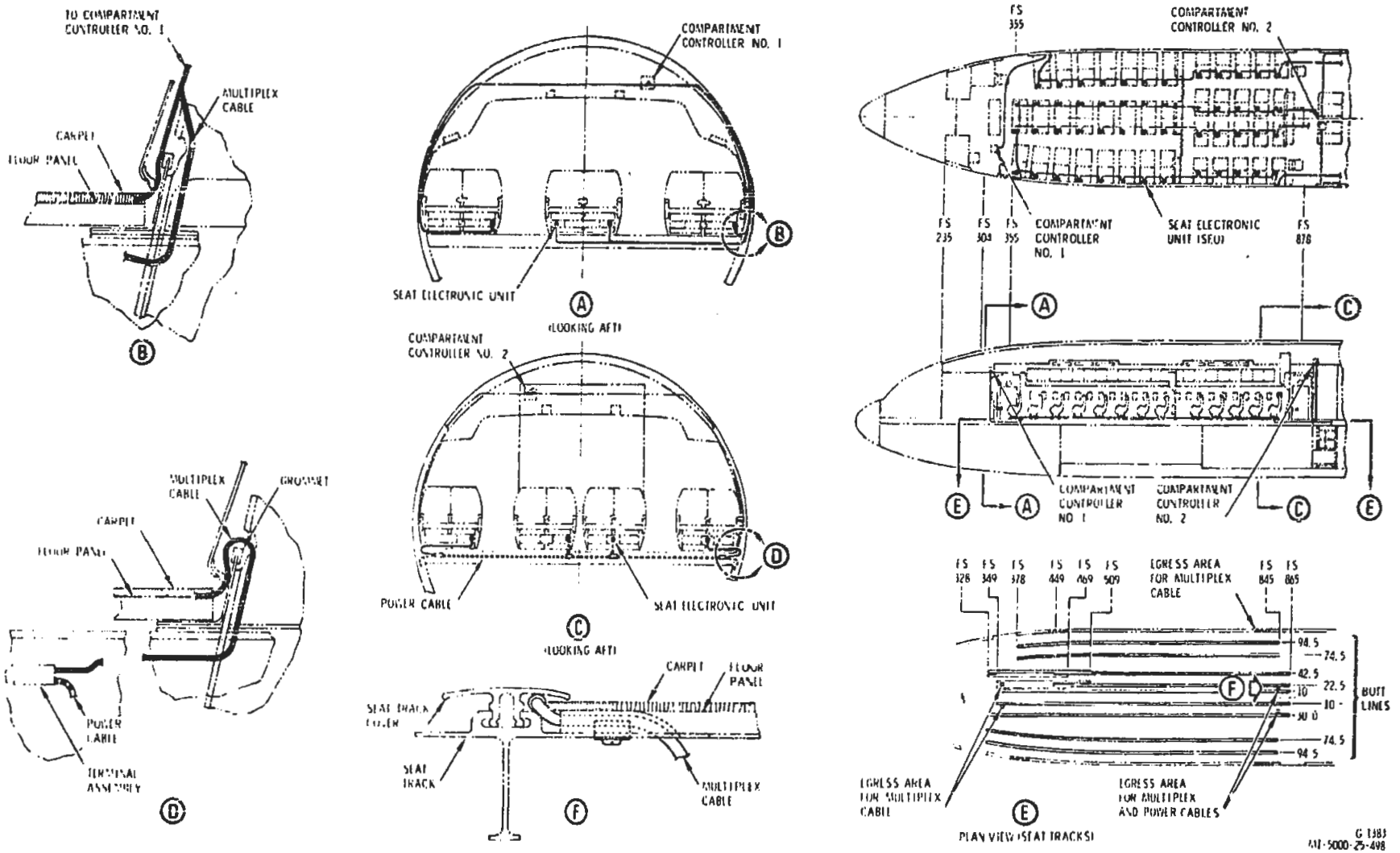
R Mid Passenger Compartment Seat-To-Seat
R Multiplexing Wiring Provisions
R Figure 11 (Sheet 2)

EFFECTIVITY: ALL

0018



R Forward Passenger Compartment Seat-to-Seat
R Multiplexing Wiring Provisions
R Figure 12

R EFFECTIVITY: ALL
R
001B

R # PASSENGER COMPARTMENT SEATS - FAULT ISOLATION

R 1. General

R The diagrams and schematics in this section can be used for fault isolation any time a fault is reported or suspected. The PREREQUISITES listed at the top of each fault isolation diagram must be satisfied prior to starting fault isolation. Uncommon abbreviations are defined on the using fault code diagram or schematic.

R If the flight crew reports a trouble using a fault code number, the code number can be found in the Fault Isolation Reference Table in the Chapter 25 Fault Code Index. The index specifies the exact maintenance manual section, fault isolation diagram, and block number on the diagram where the fault isolation procedure should start. Schematics are included at the end of the section to supplement the fault code diagrams or as an aid in isolation a problem on the diagrams.

R Refer to the Maintenance Manual Introduction for a more detailed discussion of the Fault Isolation Reporting Method (FIRM) and use of fault isolation diagrams/schematics.

R 2. Fault Isolation/Identification

R Table 101 lists the fault isolation diagrams and schematics in this section.

R TABLE 101

FIGURE	TITLE
101	Component Location Index
102	Component Locator Diagram
103	Flight Attendant and Passenger Seats Abnormal Operation

COMPONENT	QTY	AREA/ACCESS	REFERENCE
CIRCUIT BREAKERS:			
GROUND SERVICE – CABIN & GALLEY INTPH	1	FESC (L7)/215	
MULTIPLEXED PASS SERVICE	1	GALLEY RIGHT CB PNL (4E)/131	
SEAT BELT – FLIGHT ATTENDANT SEAT	VAR	PASSENGER COMPARTMENT	25-21-08
SEAT BELT – PASSENGER SEAT	VAR	PASSENGER COMPARTMENT	25-21-07
SEATS – FLIGHT ATTENDANT	VAR	PASSENGER COMPARTMENT	25-21-01 25-21-02
SEATS – PASSENGER	VAR	PASSENGER COMPARTMENT	25-21-04

M1-0000-25-2229

Component Location Index
Figure 101

EFFECTIVITY: ALL

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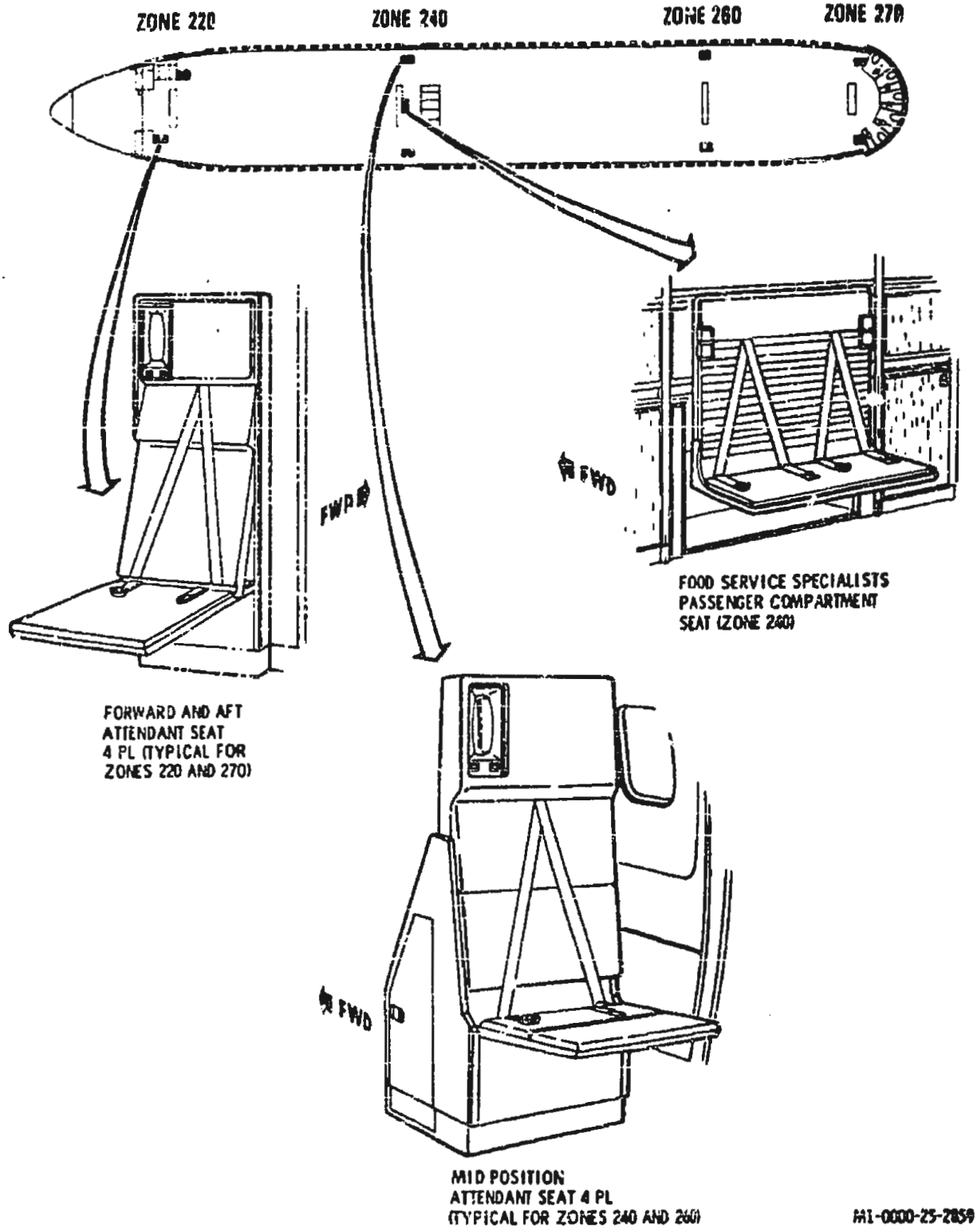
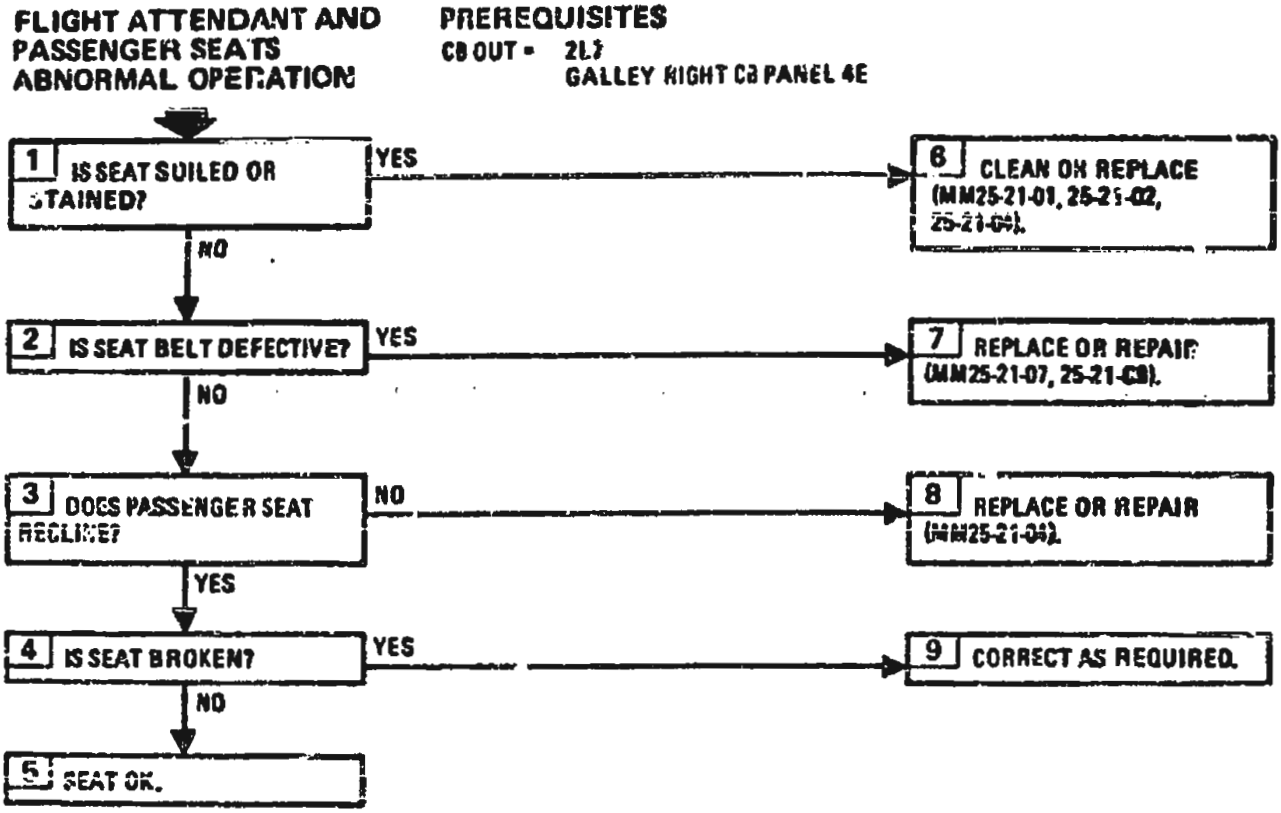


CR
CR

Component Locator Diagram
Figure 102

EFFECTIVITY: ALL

001B



M1-0000-25-2215

R Flight Attendant and Passenger Seats Abnormal Operation
R Figure 103

R EFFECTIVITY: ALL
R
001B

PASSENGER_COMPARTMENT_SEATS_-_MAINTENANCE_PRACTICES

1. General

The passenger compartment seats are located in zones 220 through 270. Passenger seats are track mounted and forward facing, and may consist of first class double, coach (tourist) class single, double, or triple seats. Each seat is equipped with a movable seat back containing recline (aft) and breakover (forward) mechanisms, a seat belt, and food tray. A hydrolok controls seat movement, and is actuated by a push button control located on the inside of the armrest. The food tray is contained within a recess area on the coach class single, double, or triple seat backs, and within the seat arm on first class double seats.

CR NOTE: L-1011-1:

CR Food trays and arms are removed from following seats:-

CR 12-1, 12-2, 12-3, 12-4, 12-5, 12-6, 12-7, 12-8, 12-9,
CR 31-1, 31-2, 37-8, 37-9 for weight saving purpose. Seat
CR No. 37-4, 37-5, 37-6, and 37-7 are to be maintained with
CR good trays and arms and may be used for spaces.

CR L-1011-100:-

CR L-1011-50:-

CR Food trays and arms are removed from following seats:-

CR 31-1, 31-2, 31-3, 31-4, 31-5, 31-6, 31-7, 31-8, 31-9,
CR 37-1, 37-2, 37-8, 37-9 for weight saving purpose. Seats
CR 37-4, 37-5, 37-6 & 37-7 are to be maintained with food
CR trays and arms and may be used for spares.

2. Maintenance_Practices

A. Deactivation

(1) Seat Back Lock Mechanism

(a) Placard seat to prevent occupancy at all times, if seat back recline control pushbutton will not function, fails to unlock seat back, seat back fails to lock or recover when recline control pushbutton is operated.

NOTE: Pull vertically (velcro stripping) on seat cushion to remove from seat assembly and

gain access to mechanism. The seat back can be locked in the full upright or any other desired position by positioning the hydro (recline) lock. Loosen locknuts on hydro lock, position seat back to desired position, and tighten locknuts. Install seat cushion.

Seat can be occupied at all times after seat back is secured in a locked condition.

(b) Placard seat to prevent occupancy at all times, if seat back fails to fold forward (breakover) on impact (without use of recline control pushbutton), or breakover mechanism is not properly adjusted.

NOTE: Pull vertically (Velcro stripping) on seat cushion to remove from seat assembly and gain access to mechanism. Tighten or loosen friction bolt on breakover plate to provide a force of 25 (±5) pounds, applied in a forward direction at top of seat back. Install seat cushion.

Make appropriate entry in aircraft log book for seat deficiences.

C (2) Correction of Backlash in Passenger Seat Backs with
C "LL" Series Hydroloks.

C (a) The recline locks on most of our passenger seats
C are now the P.L. Porter Company's "LL" series
C "Hydroloks". Under certain conditions these locks
C may develop a "spongy" feel resulting in a
C noticeable amount of free play in the seat back.
C This condition can be the result of moving the
C seat back forward by depressing the recline
C control button; or, in cold weather, a drop in
C ambient temperature may be the cause.

C (b) This condition can be corrected by momentarily
C depressing the recline control button while the
C seat back is in the full upright position WITH NO
C RECLINE LOAD BEING APPLIED. This action allows
C the fluid from the reservoir to fill the main
C working chamber.

C (c) "LL" series Hydroloks are now in use on coach
C seats in 707, 727, and L-1011 aircraft, and on
C first class seats in 707, 747, and L-1011
C aircraft.

C B. Shimming of Seats

C (1) Passenger seats are not to be tightened in the tracks
C by driving metal shims between the top of the seat
C track and the seat. These hidden shims often result in
C severe damage to seat legs and platforms when hammers
C are used to move the seat at time of removal.

C (2) To check for excessive clearance between seat stud
C block and tracks use an 0.040 thick strip of metal at
C the front studs and an 0.078 thick strip at the rear
C studs. If these strips can be inserted the clearance
C is excessive. Remove seat from tracks and install
C additional nylon sheet shims on the stud block as
C required.

CR C. DELETED

FOR ADDITIONAL PASSENGER CHAIR DATA

(PROCEDURES & PARTS LIST)

SEE FILM MAGAZINE

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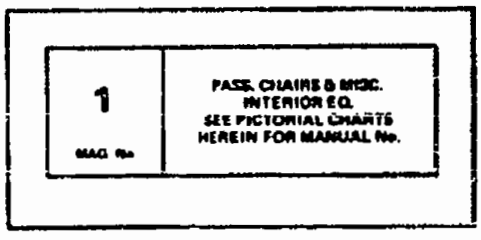


ATTENDANT SEATS - MAINTENANCE PRACTICES

1. General

The passenger compartment forward, mid, and aft attendant seats are located in zones 220 through 270. Each seat back and bottom articulate (pivot) for seat occupancy or in the stowed position.

The attendant seat may be inoperative provided seat is secured in retracted (stowed) position. The passenger seat assigned to an attendant, when attendant seat is inoperative, must be a seat most accessible to a passenger compartment door and to the placarded attendant seat.

2. Maintenance Practices

A. Deactivation

(1) Secure seat in stowed position (seat lap belt may be used to secure seat bottom in stowed position).

CR CR (2) Attach Dynotape placard (or equivalent) to upper surface of seat bottom with wording "DO NOT OCCUPY".

CR CR CR (3) Attach Dynotape placard (or equivalent) to nearest armrest of passenger seat assigned to flight attendant with wording "FOR FLIGHT ATTENDANT USE ONLY".

CR CR (4) Make appropriate entry in aircraft logbook for seat deficiencies.

FORWARD AND AFT ATTENDANT SEATS - REMOVAL AND INSTALLATION

1. General

Removal and installation procedures for the forward and aft attendant seats are identical.

2. Removal/Installation

A. Removal

(1) On Flight Engineer/Second Officers overhead circuit breaker panel CB2, zone 215, open and tag circuit breaker GROUND SERVICE CABIN & GALLEY INPH.

(2) Remove headrest from seat (Ref. Fig. 401 and 402) by pulling bottom edge of cushion away from seat.

(3) Disconnect electrical connectors.

(4) Replace headrest by engaging upper part of cushion with the metal hooks at top of seat.

(5) Open stowage door beneath seat.

(6) Remove screws and surrounding floor panels.

(7) Remove bolts attaching seat to floor structure and remove seat.

B. Installation

(1) Verify that circuit breaker opened in Step 2A(1) is open and tagged.

(2) Attach seat to floor structure with bolts.

(3) Replace floor panels with screws.

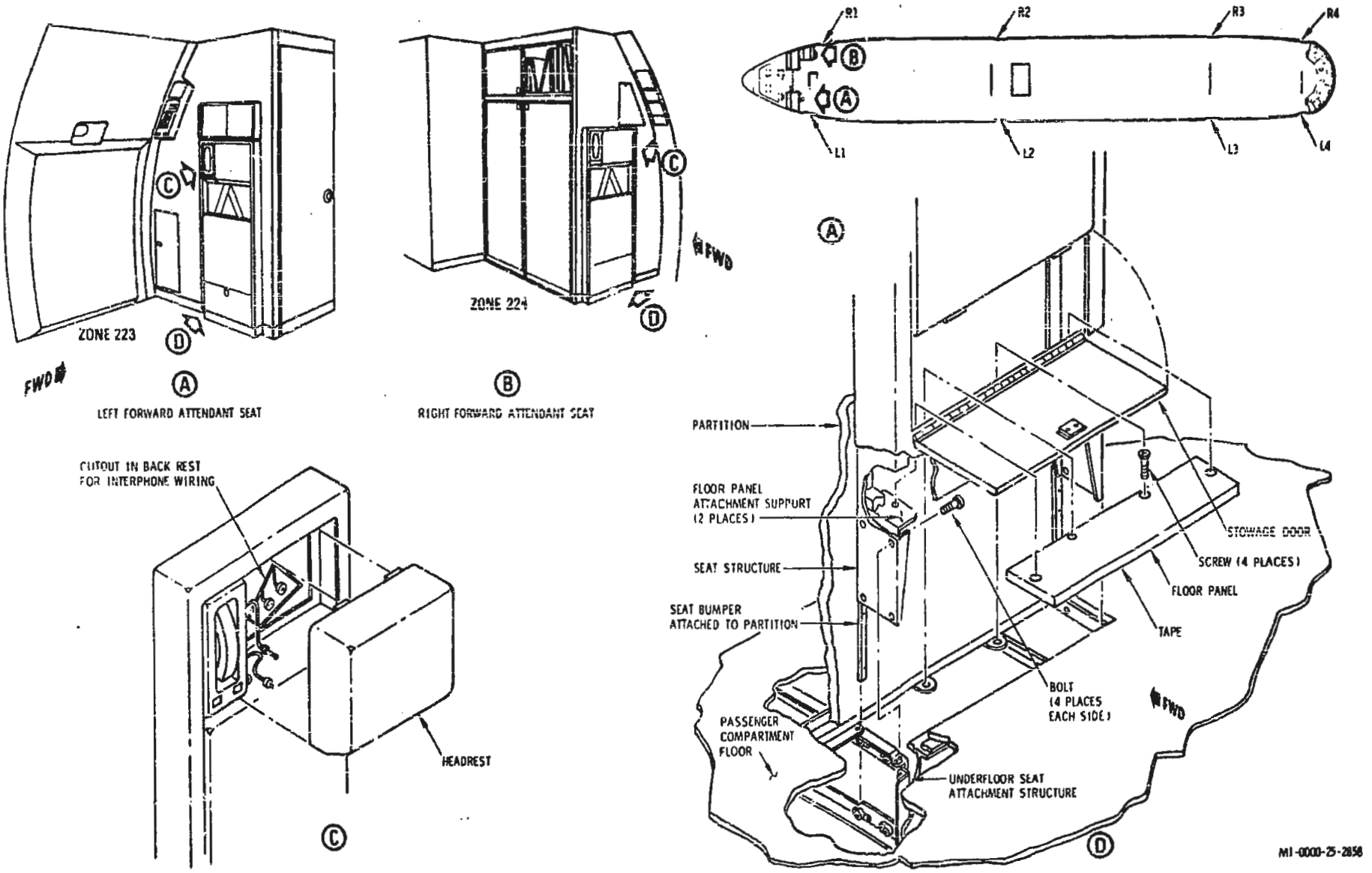
(4) Close stowage door.

(5) Perform Step 2A(2).

(6) Connect electrical connectors.

(7) Replace headrest as performed in Step 2A(4).

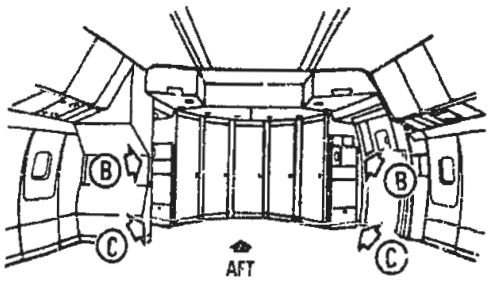
(8) Remove tag and close circuit breaker opened in Step 2A(1). and designate passenger seats to be used by the flight attendants (use 49-T0-0028 or equivalent).



CR Forward Attendant Seat - Removal and Installation
CR Figure 401

EFFECTIVITY: ALL

0018



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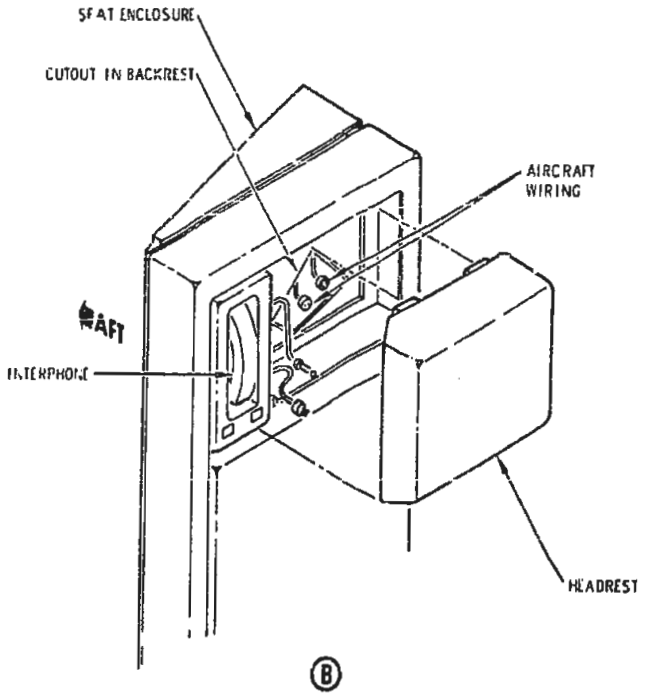

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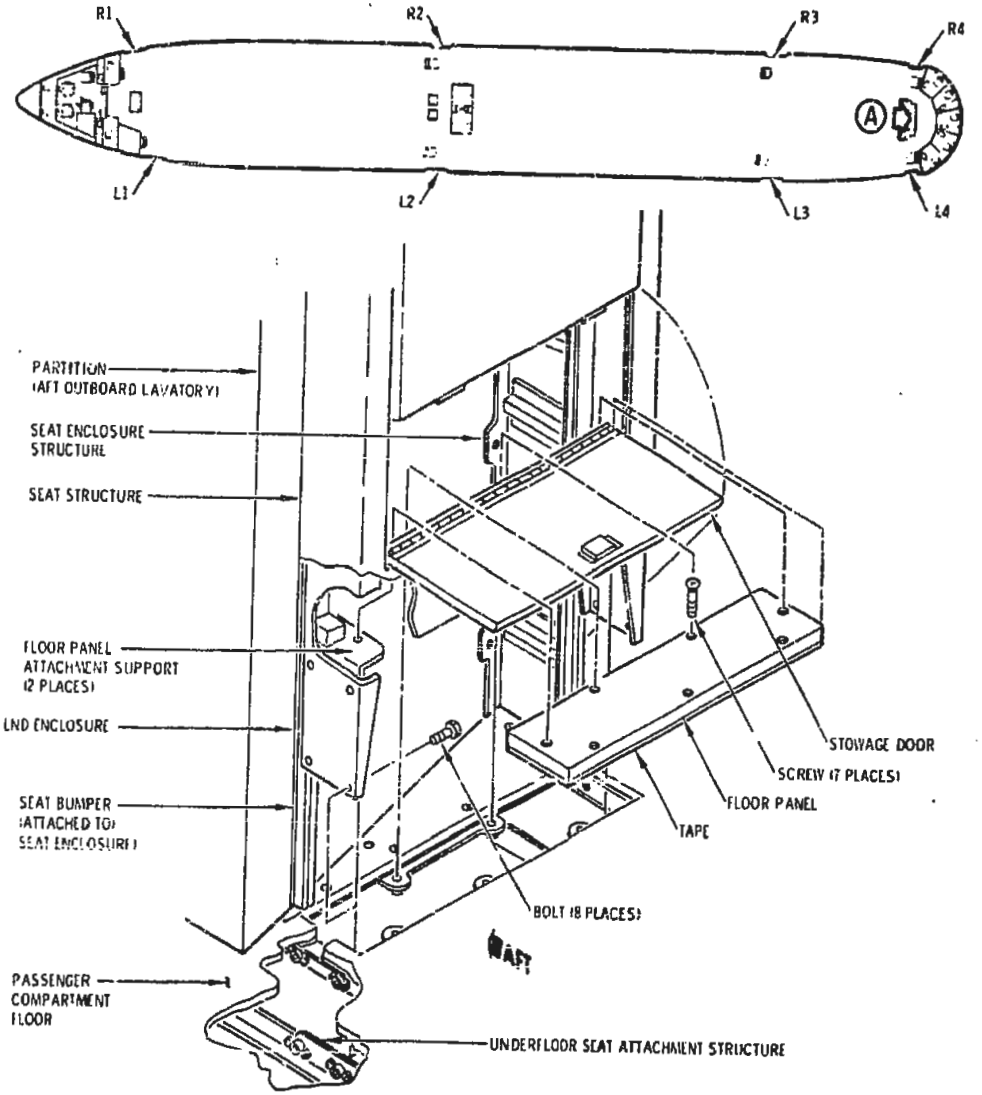

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R R Aft Attendant Seat - Removal and Installation
Figure 402

EFFECTIVITY: ALL

001B

MID ATTENDANT SEATS - REMOVAL AND INSTALLATION

1. General

Thereare four mid attendant seats. The two forward seats are located across the aisles (left and right) from the forward overhead coat stowage module, zone 240. The two aft seats are located across the aisles (left and right) from the center overhead coat stowage module, zone 260. The removal and installation procedure is identical for all mid attendant seats.

2. Removal/Installation

A. Removal

R

(1) On Flight Engineer/Second Officers overhead circuit breaker panel CB2, zone 215, open and tag circuit breaker GROUND SERVICE CABIN & GALLEY INPH (L7).

(2) Open seat stowage access doors.

(3) Remove floor seal.

(4) Disconnect electrical connectors.

(5) Remove attachment bolts.

(6) Remove seat.

B. Installation

(1) Verify circuit breaker opened in Step 2A(1) is open and tagged.

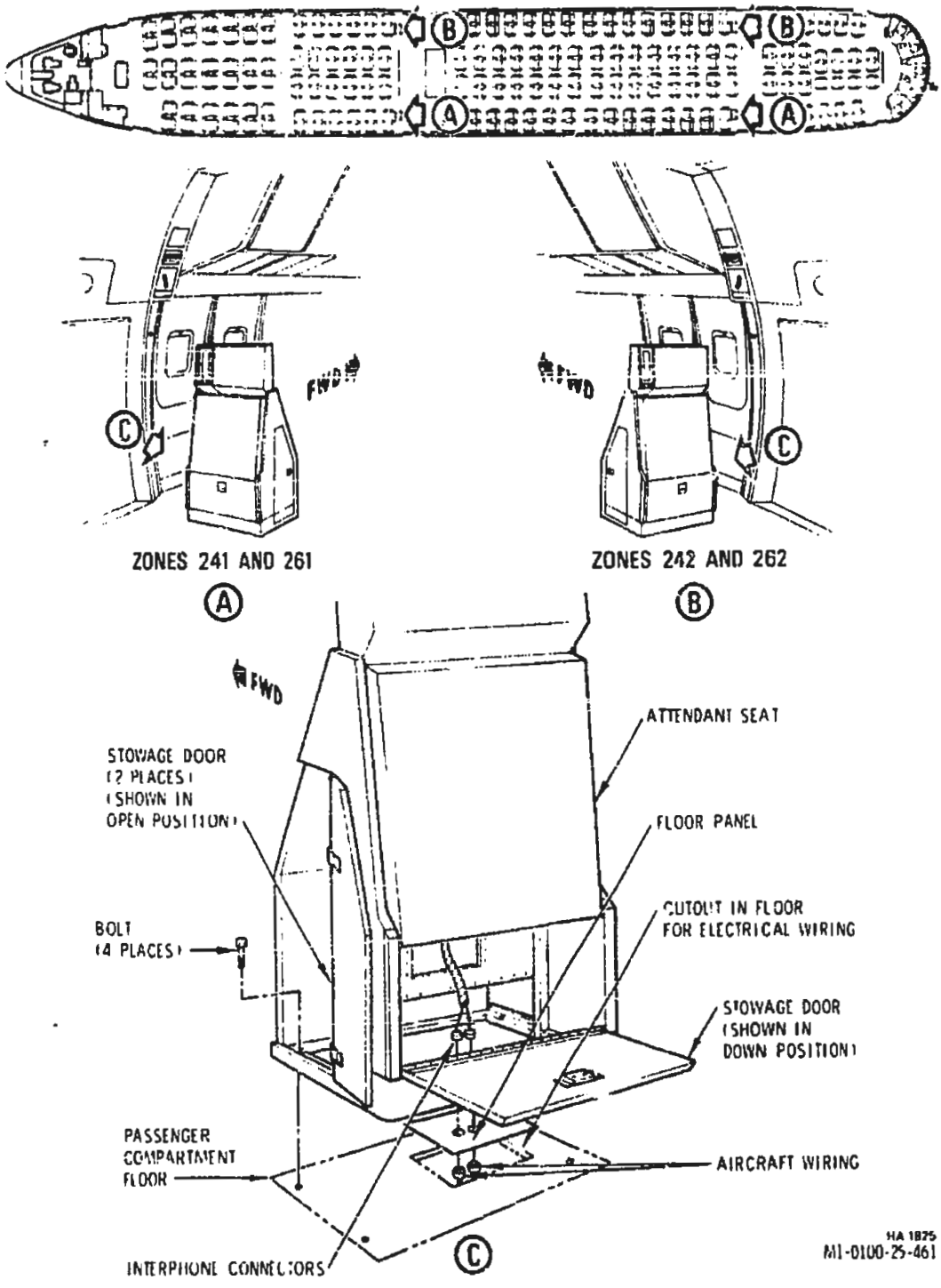
(2) Position seat in place and install attachment bolts.

(3) Connect electrical connectors.

(4) Replace floor seal.

(5) Close stowage access doors.

(6) Remove tag and close circuit breaker opened in Step 2A(1).



R
R Mid Attendant Seats - Removal and Installation
Figure 401

EFFECTIVITY: ALL

0508

FOOD SERVICE SPECIALIST SEAT - REMOVAL AND INSTALLATION

1. General

CR Food Service Specialist seat assemblies are installed on the aft
CR side of the forward and mid cabin overhead coat stowage module,
CR zone 240 and 260 respectively (Ref. Fig. 401 and 402). This
CR double seat is an integral part of the floor-mounted coat
CR stowage module; the seat folds and recesses into the aft side
CR when stowed.

CR The forward food service specialist seat (Weber Seat) assembly
CR basically consists of a welded frame with a folding seat bottom
CR assembly. Cushion assemblies are provided for the bottom, back
CR and headrest. A restraint system (seat belt) is customer
CR furnished. Contained in the lower panel assembly is a life vest
CR pocket.

CR Operation of the seat (Weber Seat) assembly consists of lowering
CR the seat bottom for utilization and engaging the restraint
CR system. The seat bottom is preloaded and automatically folds up
CR when weight is removed. Access to the life vest is via a door
CR assembly in the lower panel.

2. Removal/Installation

A. Removal

(1) Fold seat down in the seat-in-use position.

(2) Remove attachment bolts.

(3) Slide seat aft and tilt upper edge of seat forward to clear partition crossbar.

(4) Remove seat.

B. Installation

(1) Position seat facing aft and slide seat forward between posts. Tilt upper edge of seat forward to clear partition crossbar.

(2) Align seat mounting holes and install attachment bolts.

(3) Fold seat back into stowage unit.

CR 3. Disassembly (Forward Food Service Specialist Seat) (Weber Seat)

CR A. General

CR NOTE: Disassembly instructions contained herein are
CR directed toward the removal of high-wear and easily
CR damaged components. Detailed disassembly
CR instructions are contained in this paragraph;
CR however, it is recommended that cleaning,
CR inspection/check and testing procedures preface any
CR disassembly to prevent unnecessary dismantling of
CR operative equipment.

CR (1) Disassembly of welded assemblies is not recommended
CR unless defects are revealed during inspection.

CR NOTE: Carefully inspect all riveted, spot-welded or
CR bonded assemblies or components prior to
CR disassembly. Do not disassemble unless damaged.
CR If replacement is required, refer to the
CR applicable portion of Paragraph 5 for detailed
CR repair instructions.

CR (2) All removed components shall be tagged or otherwise
CR identified with their exact installed position to
CR facilitate reassembly.

CR B. Disassembly of Seat Assembly

CR (1) Lower the seat bottom assembly and remove the bottom
CR cushion assembly. Do not remove cover assembly from
CR cushion unless replacement is required.

CR (2) Remove keepers by removing screws and lockwashers.

CR CAUTION: THE LINK ARMS ARE UNDER EXTREME TORSIONAL PRELOAD.
CR USE CARE WHEN DETACHING LINK ARMS FROM TRACK
CR ASSEMBLIES AS PERSONAL INJURY MAY BE INFLICTED
CR AND/OR DAMAGE TO PLASTIC BOTTOM PAN COULD OCCUR.

CR (3) Remove bolts and lockwashers which secure link arms to
CR tracks. Temporarily retain the arms from rotating to a
CR position between the bottom pan and seat structure.
CR Use a wooden board or equivalent from restraint.
CR Remove bearings from link arms. (4) Remove the bottom
CR assembly by permitting the bottom frame to move down
CR the tracks until disengagement with the tracks is made.
CR Remove bottom assembly.

CR (5) Remove spacers and rollers from pins located on rear
CR out-board corners of bottom assembly. Place bottom

CR assembly on a work bench with the bottom pan resting on
CR a protective surface.

CR NOTE: Maintain restraint on link arms.

CR (6) Remove screws. Lift forward edge of diaphragm and
CR remove spacer, and tee nuts.

CR (7) Separate bottom pan from seat frame by lowering the
CR rear edge below the seat frame. Simultaneously bend
CR tab, of the hand grip portion, of the bottom pan, down
CR so that it will pass under forward structure of seat
CR frame. Slide the bottom pan forward and off the seat
CR frame.

CR (8) Rotate link arms sufficiently to remove preload.
CR Remove restraint device and remove link arms by
CR removing clevis pins and cotter pins. Remove bearings.
CR Remove pins by removing cotter pins.

CR (9) Remove attaching parts that secure springs to torque
CR tube. While lifting forward edge of diaphragm, elevate
CR end of torque tube, on each side, and slide springs off
CR torque tube. Remove torque tube.

CR (10) Do not remove spacers, bumpers or tapes unless
CR replacement is required. Do not remove diaphragm from
CR frame unless replacement is required.

CR (11) Remove dress covers and cushion assemblies. Remove
CR restraint system. Do not remove covers unless
CR replacement is required.

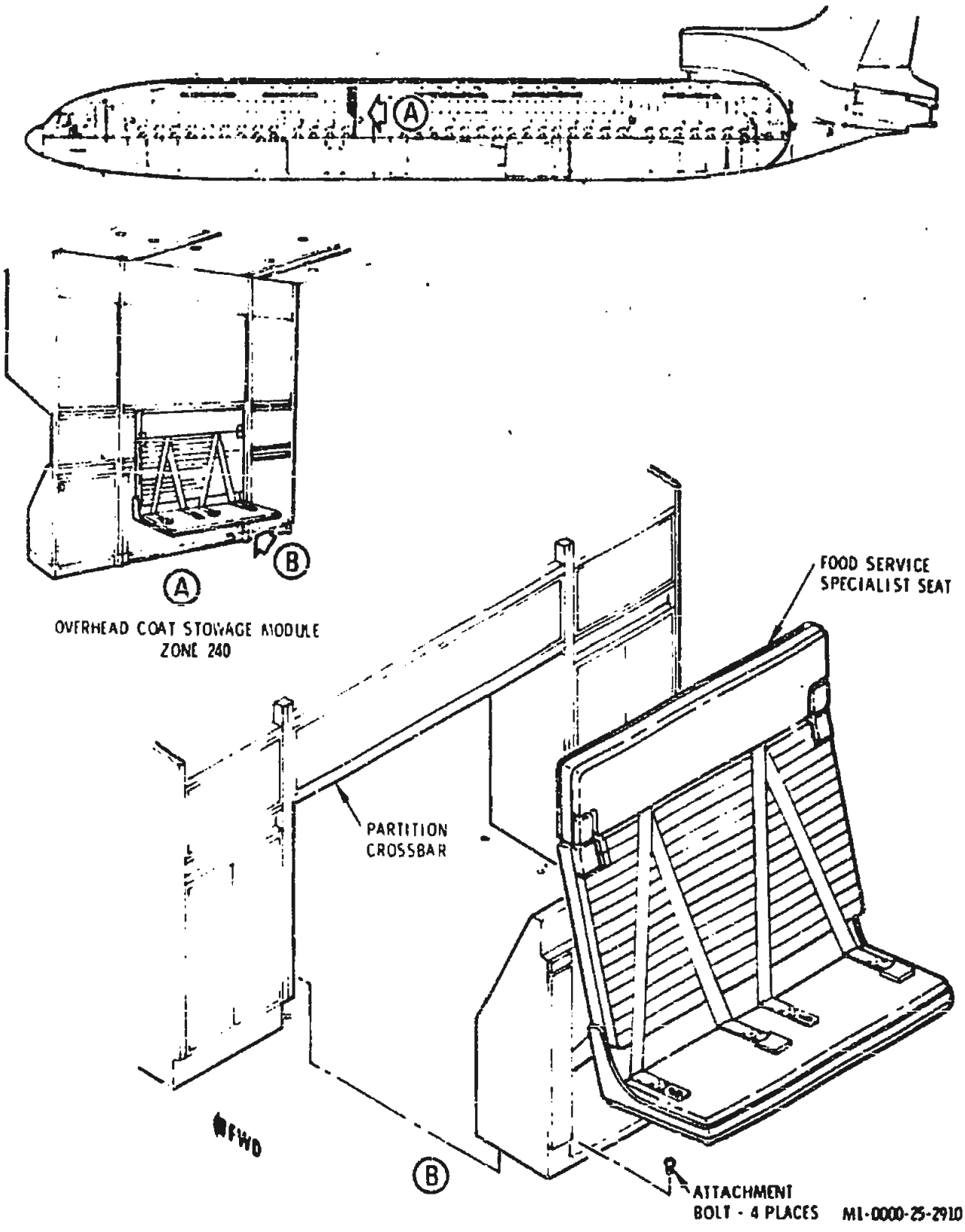
CR (12) Remove lower panel assembly by removing screws. Remove
CR door assembly, if replacement is required, by removing
CR rivets and washers. Remove hinge pin. Do not remove
CR tape, door, hinge, life vest pocket, or bungee cord
CR unless replacement is required.

CR (13) Remove top cap by removing screws and washers. Remove
CR guide assemblies by removing screws. Do not remove
CR keepers from guides unless replacement is required.
CR Remove rollers by removing attaching parts.

CR (14) Remove trim angles by removing screws and washers.
CR Remove trim channels by removing screws.

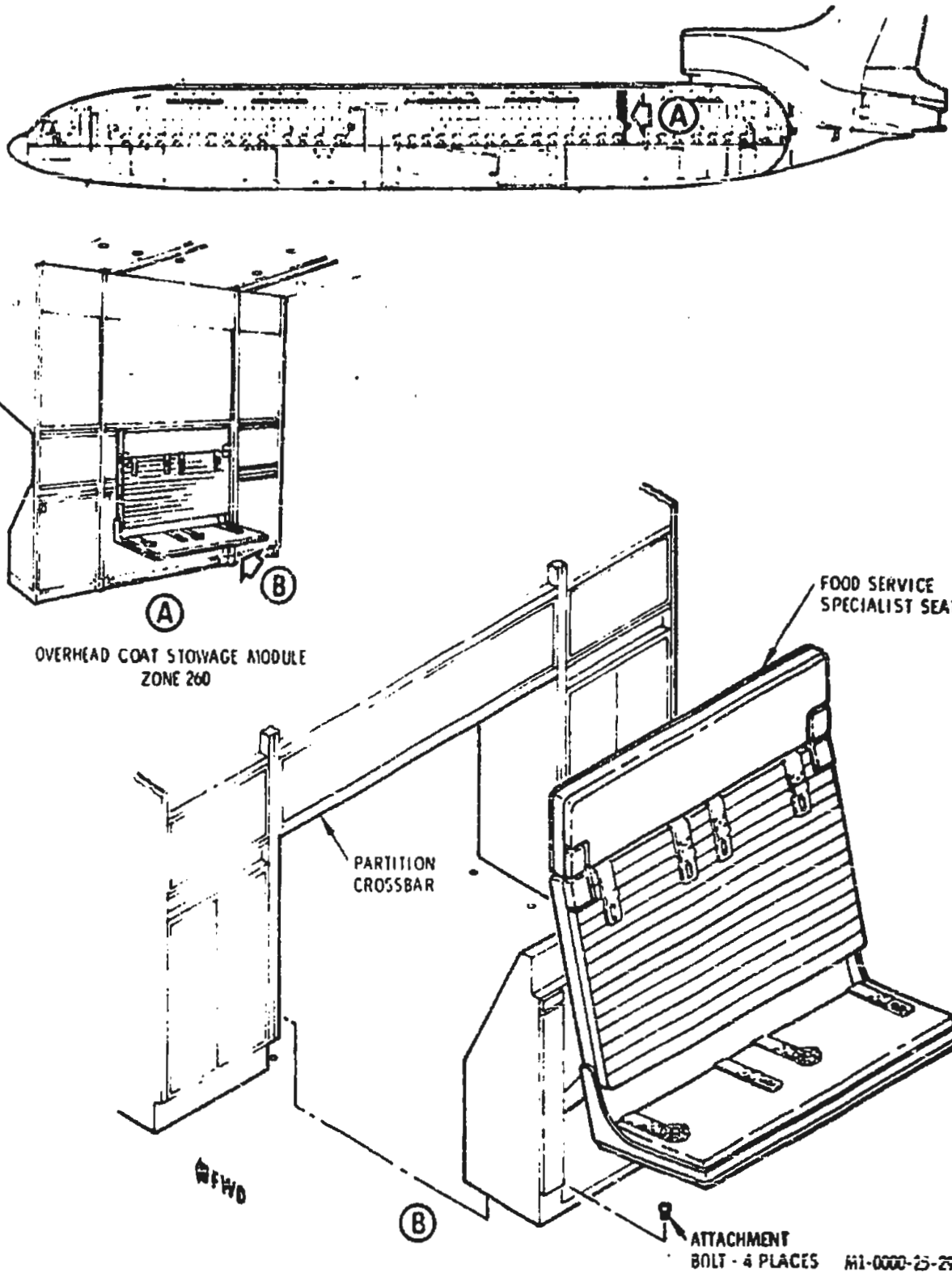
CR (15) Remove tracks by removing jo bolts. Remove track stop
CR by removing attaching parts. Do not remove rivnut,
CR spacer or nutplate, unless replacement is required.

CR (16) Do not remove shear panel, panel assembly, diaphragm or
CR tapes unless replacement is required. Do not
CR disassemble welded frame assembly unless replacement is
CR required.



CR Forward Food Service Specialist Seat (Weber Seat) - Removal and
CR Installation
CR Figure 401

R EFFECTIVITY: ALL
R
0018



CR CR Aft Food Service Specialist Seat - Removal and Installation
Figure 402

R R 001B EFFECTIVITY: ALL

PASSENGER COMPARTMENT SEATS - MAINTENANCE PRACTICES

R 1. General

R The following procedure specifies the method used to de-activate
R underseat baggage stowage if the aircraft is to be dispatched
R with underseat baggage restraining bars inoperative (Ref. MEL
R 25-99-05).

R NOTE: This de-activation procedure applies only when an
R aircraft is to be dispatched in accordance with the MEL.

R 2. De-activation

R A. On the affected passenger seat, install placard "DO NOT STOW
R BAGGAGE UNDER THIS SEAT."

R B. Ensure that seat number, placard and reason for placard are
R brought to the attention of the cabin crew.

R C. Make appropriate entry in the aircraft log book.

FIRST CLASS PLATFORM-TYPE DOUBLE-SEAT ASSEMBLY REMOVAL AND INSTALLATION

1. General

The first class platform-type double-seat assemblies are located in zones 220, and 240. All seat assemblies are removed and installed identically (Ref. Fig. 401).

2. Removal/Installation

NOTE: A first class double seat assembly weighs 83 pounds.

A. Removal

(1) On galley right circuit breaker panel, zone 130, open and tag circuit breaker POWER SUPPLY - MULTIPLEXED PASS SERVICE.

(2) Disconnect all electrical connectors from seat electronic units (SEU).

NOTE: Each double-seat forward attachment fitting is equipped with a single stud and does not have a shear locking pin. Each aft attachment fitting is equipped with a double stud and a shear locking pin with actuator (lever).

R (3) Rotate (pull) cam actuator lever to unlatch seat forward attachment fitting from each seat track.

R (4) Rotate (pull) shear locking pin actuator lever to unlatch seat aft attachment fitting from each seat track.

(5) Move seat assembly aft approximately one-half inch to disengage forward and aft attachment fittings from seat tracks.

(6) Remove seat assembly from aircraft.

B. Installation

(1) Verify that circuit breaker opened in Step 2A(1) is open and tagged.

(2) Position and insert seat assembly forward and aft attachment fittings into seat tracks.

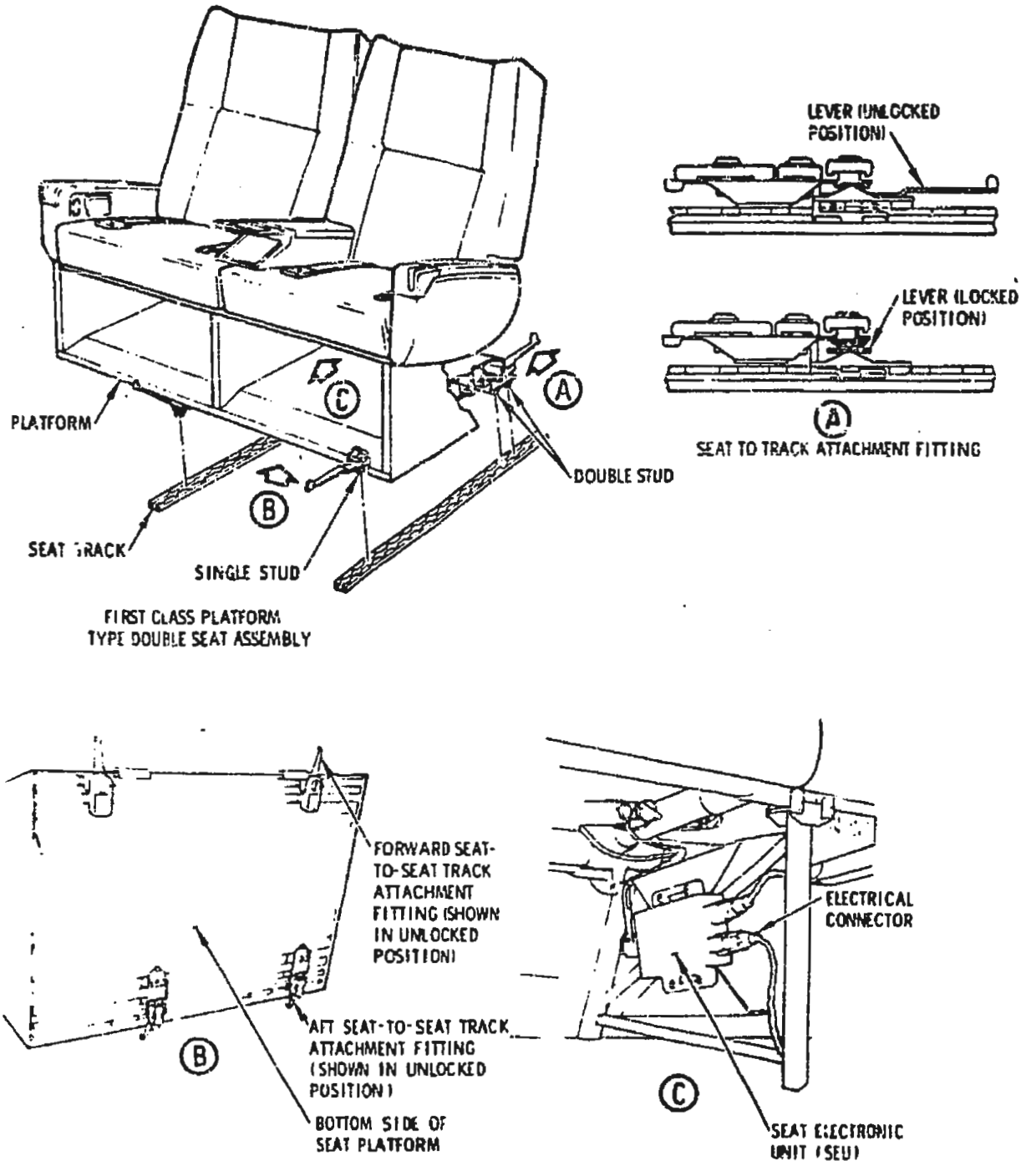
(3) Move seat assembly forward approximately one-half inch to engage forward and aft attachment fittings into seat tracks.

(4) Rotate (push) each shear locking pin actuator lever to latch seat aft attachment fittings to seat tracks.

(5) Rotate (push) each cam actuator lever to latch seat forward attachment fittings to seat tracks.

(6) Connect all electrical connectors to seat electronic units.

(7) Remove tag and close circuit breaker opened in Step 2A(1).



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R First Class Platform-type Double-seat Assembly
R Removal and Installation
R Figure 401

EFFECTIVITY: ALL

001B

COACH CLASS CONVENTIONAL LEG-TYPE DOUBLE-SEAT ASSEMBLY REMOVAL AND INSTALLATION

1. General

The coach class conventional leg-type double-seat assemblies are located in zones 240 through 270. All outboard seat assemblies are removed and installed identically (Ref. Fig. 401).

2. Removal/Installation

A. Removal

(1) On galley right circuit breaker panel, zone 130, open and tag circuit breaker PASS. SERV BUS 3R - POWER
R SUPPLY - MULTIPLEXED PASS SERVICE (E4).

(2) Disconnect all electrical connectors from seat electronic units (SEU) in coach class compartment.

NOTE: Each double-seat forward attachment fitting is equipped with a single stud and does not have a shear locking pin. The aft attachment fitting is equipped with a double stud and a shear locking pin.

(3) Loosen screw on each aft attachment fitting.

(4) Push up on each aft attachment fitting shear locking pin with a screwdriver (forward side of fitting).

(5) Move seat assembly aft or forward approximately one-half inch to disengage forward and aft attachment fittings from seat tracks.

NOTE: A coach class double-seat assembly weighs 58 pounds.

(6) Remove seat assembly from aircraft.

B. Installation

(1) Verify that circuit breaker opened in Step 2A(1) is open and tagged.

(2) Position and insert seat assembly forward and aft attachment fittings into seat tracks.

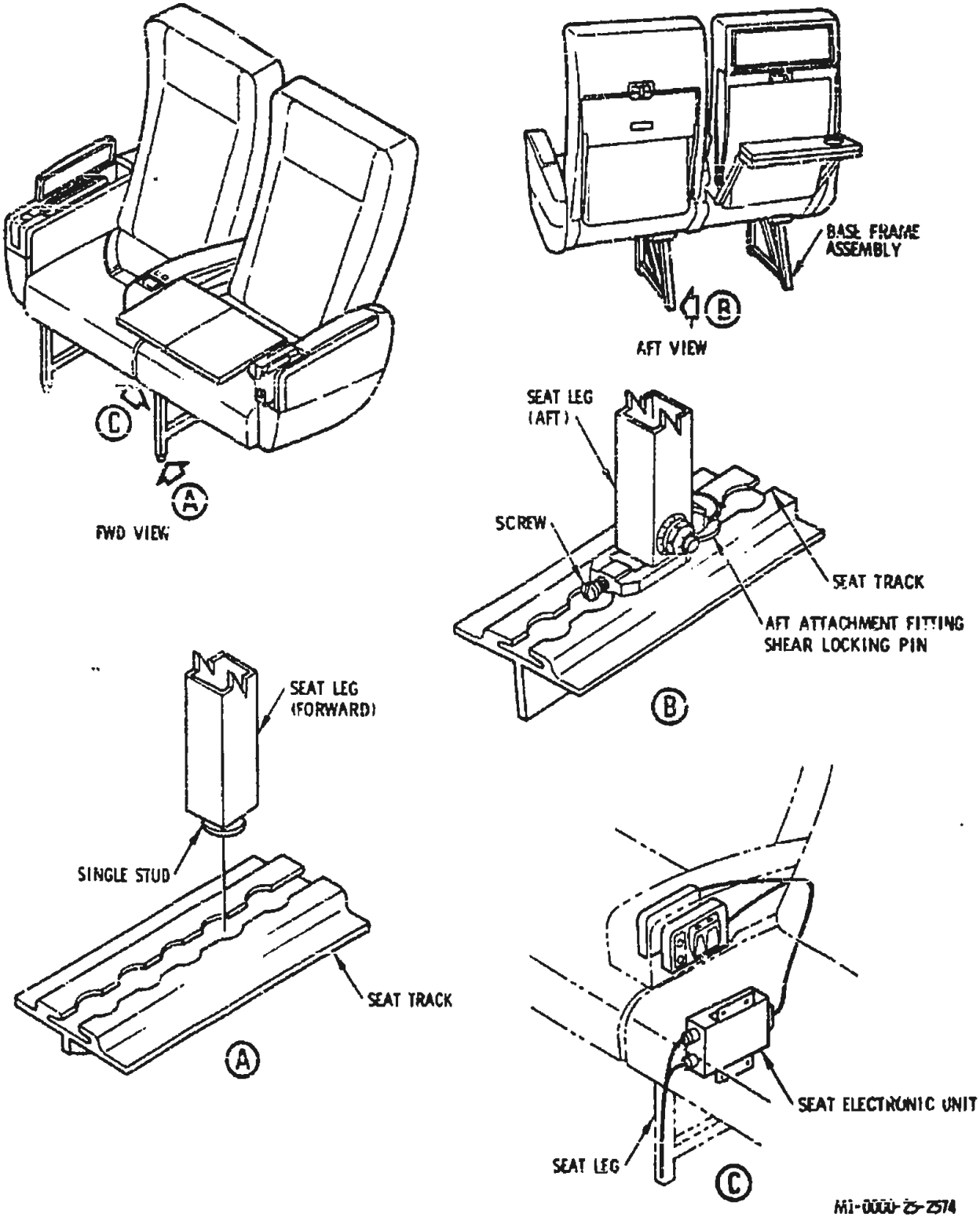
(3) Move seat assembly aft or forward approximately one-half inch to engage forward and aft attachment fittings into seat tracks.

(4) Push down on each aft attachment fitting shear locking pin with a screwdriver (forward side of fitting).

(5) Tighten screw on each aft attachment fitting.

R R (6) Connect all electrical connectors to the seat electronic units.

R R (7) Remove tag and close circuit breaker opened in Step 2A(1).



R Coach Class Conventional Leg-type Double-seat Assembly
R Removal and Installation
R Figure 401

EFFECTIVITY: ALL

001B

R P COACH CLASS CONVENTIONAL LEG-TYPE SINGLE-SEAT ASSEMBLY REMOVAL AND INSTALLATION

R 1. General

R The coach class conventional leg-type single-seat assemblies are R located in zone 270. All seat assemblies are removed and R installed identically (Ref. Fig. 401).

R 2. Removal/Installation

R A. Removal

R (1) On galley right circuit breaker panel, zone 130, PASS. R SERV BUS 3R - POWER SUPPLY - MULTIPLEXED PASS SERVICE.

R (2) Disconnect all electrical connectors from seat R electronic units (SEU) in coach class compartment.

R NOTE: Each single-seat forward attachment fitting is R equipped with a single stud and does not have a R shear locking pin. The aft attachment fitting R is equipped with a double stud and a shear R locking pin.

R (3) Loosen screw on each aft attachment fitting.

R (4) Push up on each aft attachment fitting shear locking R pin with a screwdriver (forward side of fitting).

R (5) Move seat assembly aft or forward approximately R one-half inch to disengage forward and aft attachment R fittings from seat tracks.

R NOTE: A coach class single-seat assembly weighs 31 R pounds.

R (6) Remove seat assembly from aircraft.

R B. Installation

R (1) Verify that circuit breaker opened in Step 2A(1) is R open and tagged.

R (2) Position and insert seat assembly forward and aft R attachment fittings into seat tracks.

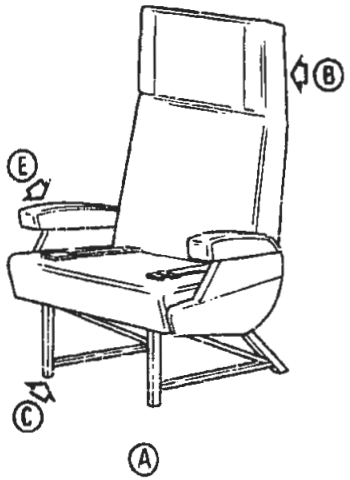
R (3) Move seat assembly aft or forward approximately
R one-half inch to engage forward and aft attachment
R fittings into seat tracks.

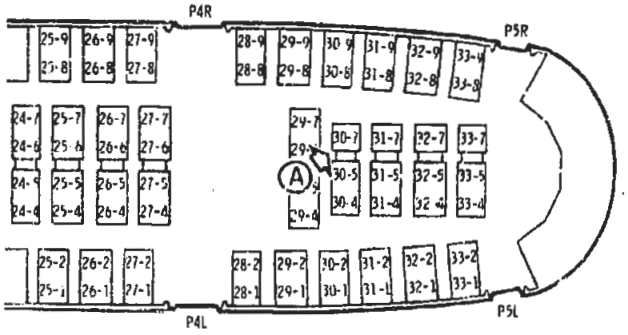
R (4) Push down on each aft attachment fitting shear locking
R pin with a screwdriver (forward side of fitting).

R (5) Tighten screw on each aft attachment fitting.

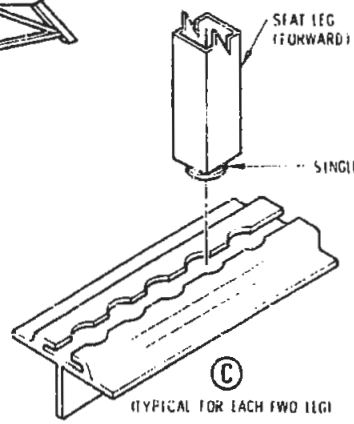
R (6) Connect all electrical connectors to seat electronic
R units.

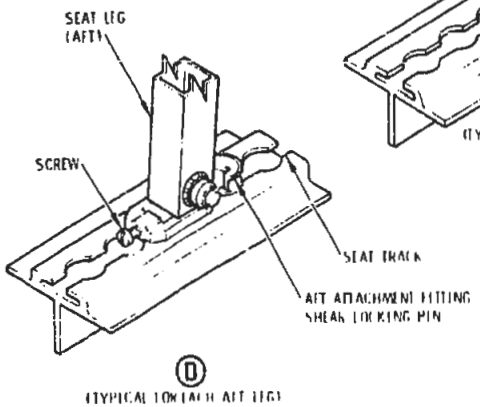
R (7) Remove tag and close circuit breaker opened in Step
R 2A(1).

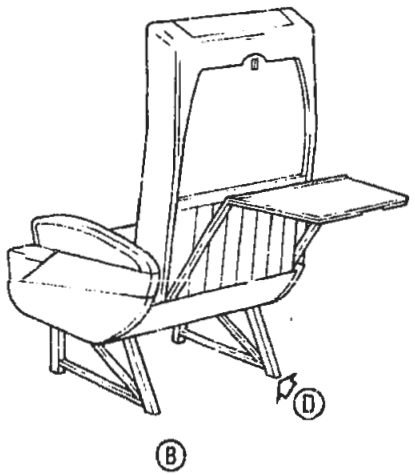


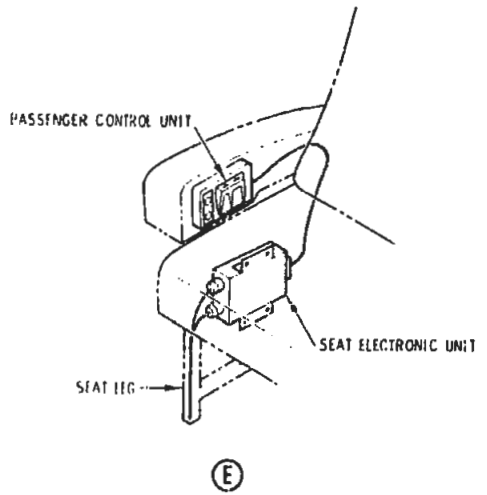


PLAN VIEW
(SEAT ARRANGEMENT)









AM 5000 25 172

R Coach Class Conventional Leg-type Single-seat Assembly
R Removal and Installation
R Figure 401

EFFECTIVITY: ALL

050B

SEAT BELT - REMOVAL AND INSTALLATION

1. General

A seat belt is provided for each passenger seat. Each seat belt is removed and installed identically (Ref. Fig. 401).

2. Removal/Installation

A. Removal

(1) Pull upward on seat cushion and remove from seat assembly.

NOTE: Seat cushion is retained to seat by Velcro stripping.

R (2) Unlatch seat belt ends from either ring or link attached to seat assembly.

(3) Remove seat belt.

B. Installation

R NOTE: Buckle segment of the passenger seat belt must be
R installed on left side of seat.

(1) Position seat belt on seat.

R (2) Latch seat belt ends to either ring or link attached to seat assembly.

(3) Install seat cushion on seat assembly.

(1) Position restraint system on seat assembly.

R NOTE: To remove abnormal belt twist and reduce wear,
R accomplish the following:

R If restraint system lap belt is twisted at the
R cushion flap slot when the belt is in the
R using position, unthread belt at adjustment
R plate, turn belt over to eliminate twist and
R rethread through plate (belt will show half
R twist in stowed position which is normal).

(2) Gain access to bolt mounting holes [Ref. Step 2A(5)].

(3) Install bolts washers, and nuts to attach restraint system to seat structure.

(a) On lap belt attachment, finger tighten nut and back off one notch, then insert cotter pin.

(4) Insert drop string through upper harness slot at back panel below headrest and tie to harness end fitting.

C 3. Removal/Installation (Forward Food Specialist Seat)

C A. Removal

C (1) Place seat in the occupied position.

C (2) Pull headrest, backrest, and seat cushion from seat assembly by disengaging Velco stripping.

C (3) Remove buckle from belt/harness.

C (4) Unthread belt from two lower loop fittings and upper
C fitting.

C (5) Re-install buckle onto belt assembly.

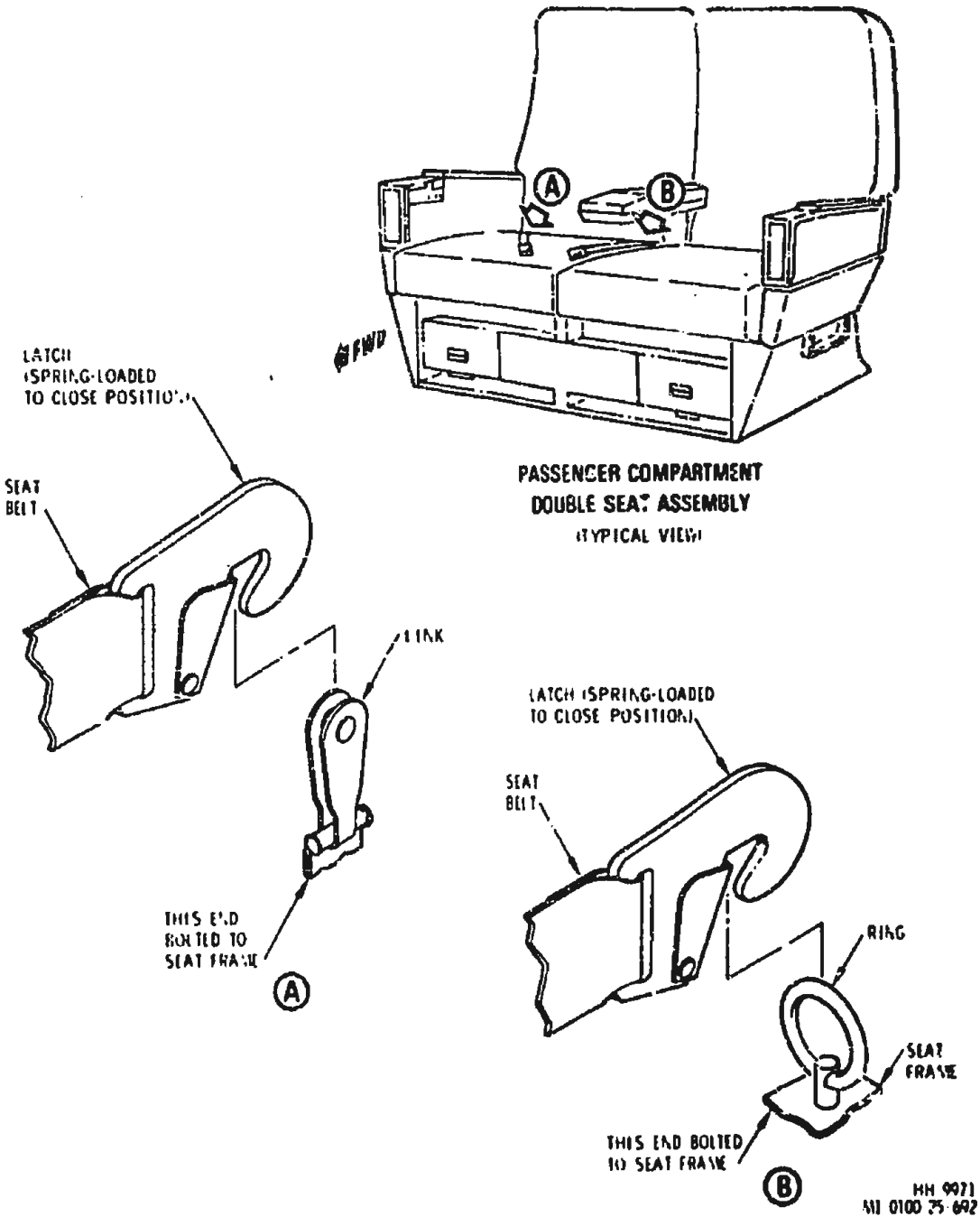
C (6) Replace cushions.

C (7) Remove restraint system from aircraft.

C B. Installation

C (1) Remove buckle from belt assembly and save for
C re-installation.

C (2) Thread belt thru lower loop to RH side of seat
C occupant, then thru upper and LH lower loops.



R Seat Belt - Removal and Installation
R Figure 401

R ATTENDANT SEAT RESTRAINT SYSTEM - REMOVAL AND INSTALLATION

R 1. General

CR A restraint system which consists of lap belt and shoulder
CR harness assemblies are installed at each forward, mid, aft
CR attendant seats, and No. 3 Service Center food specialist
CR attendant seat (Ref. Fig. 401). A restraint which consists of a
CR continuous lap belt and harness assembly is installed at the
CR forward food specialist seat (equipped with Weber seat) (Ref.
CR Fig. 402). The forward, mid, aft attendant seats and No. 3
CR Service Center food specialist attendant restraint systems are
CR removed and installed in similar manner.

CR 2. Removal/Installation (Fwd, Mid, Aft, Attendant Seats and No. 3
CR Service Center Food Specialist Attendant Seat)

R A. Removal

R (1) Place seat in occupied position.

R (2) Pull headrest, backrest, and seat cushion from seat
R assembly by disengaging Velco stripping.

R (3) Remove glide bar from glide support bracket.

R (4) Disconnect each shoulder harness by removing lockring
R at harness end fitting at buckle link.

R (5) Gain access to seat restraint attaching bolts as
R follows:

R (a) Forward and Aft Attendant seat - opening at bottom
R of seat between seat and backrest panel.

R (b) Mid Attendant seat - access doors under seat and
R at side of seat assembly.

CR (c) No. 3 Service Center Food Specialist seat -
CR backside of seat assembly.

R (6) Remove cotter pin from retractor bolt at each end of
R lap belt.

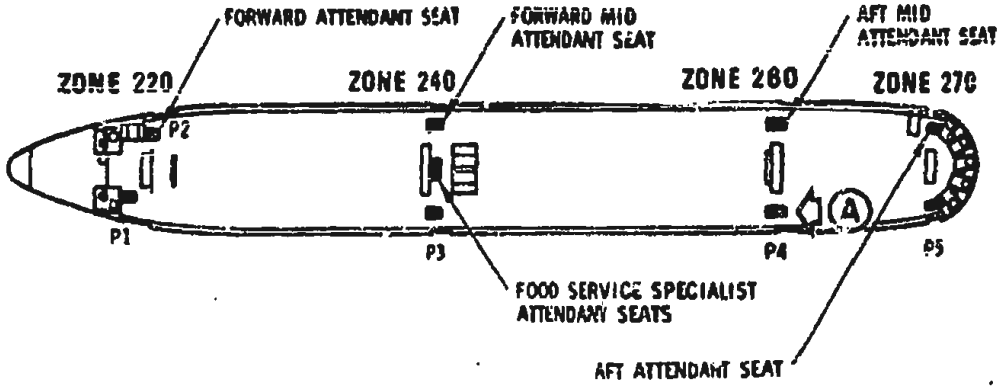
R (7) Remove bolts holding restraint.

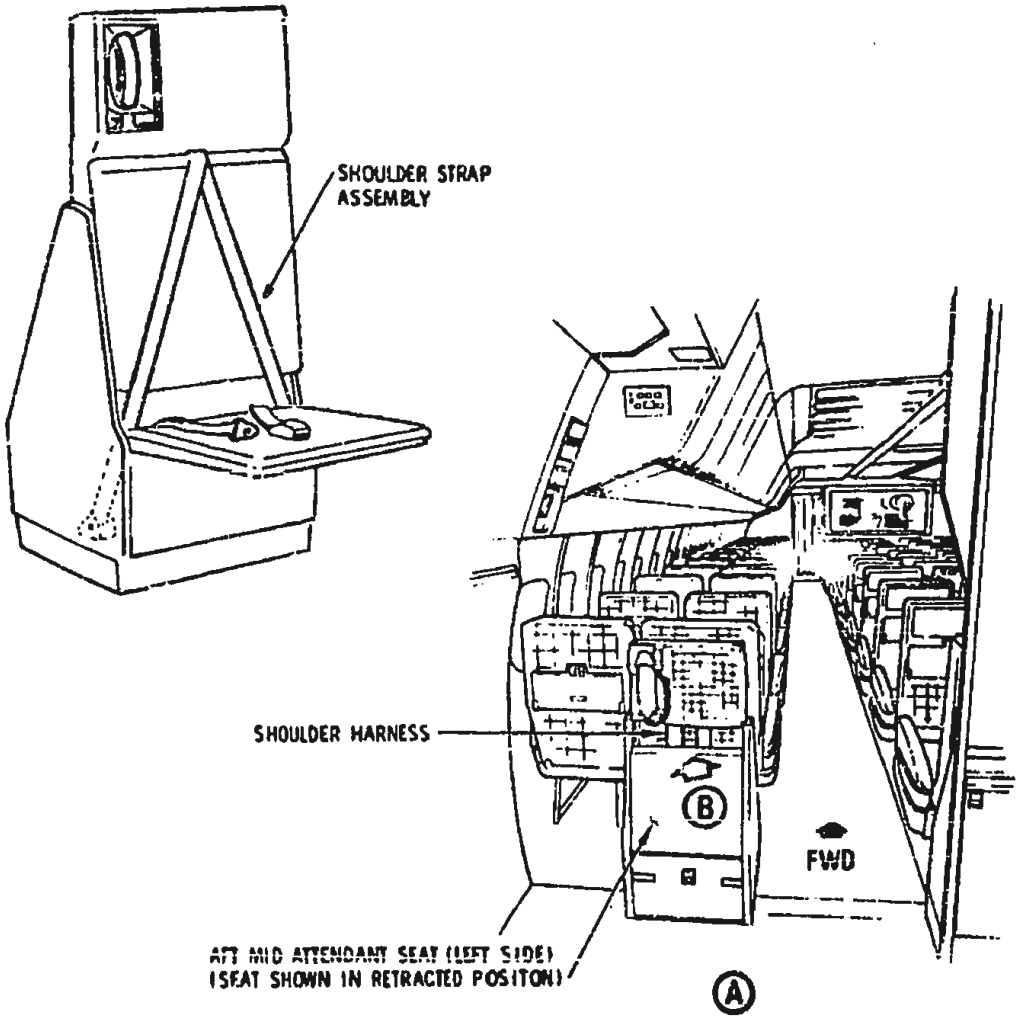
R (8) Remove restraint system from aircraft.

R B. Installation

C (3) Re-assemble buckle on belt. Check operation.

C (4) Replace any removed cushions.





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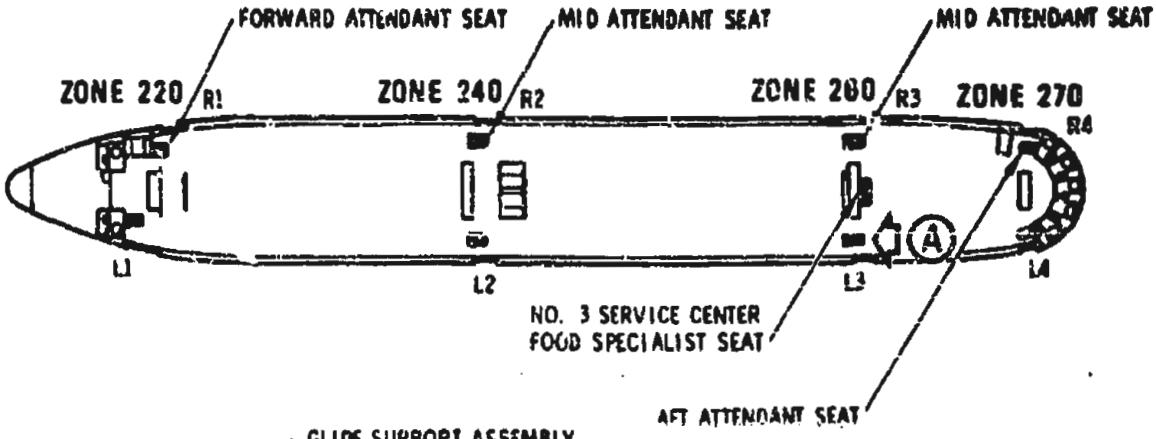
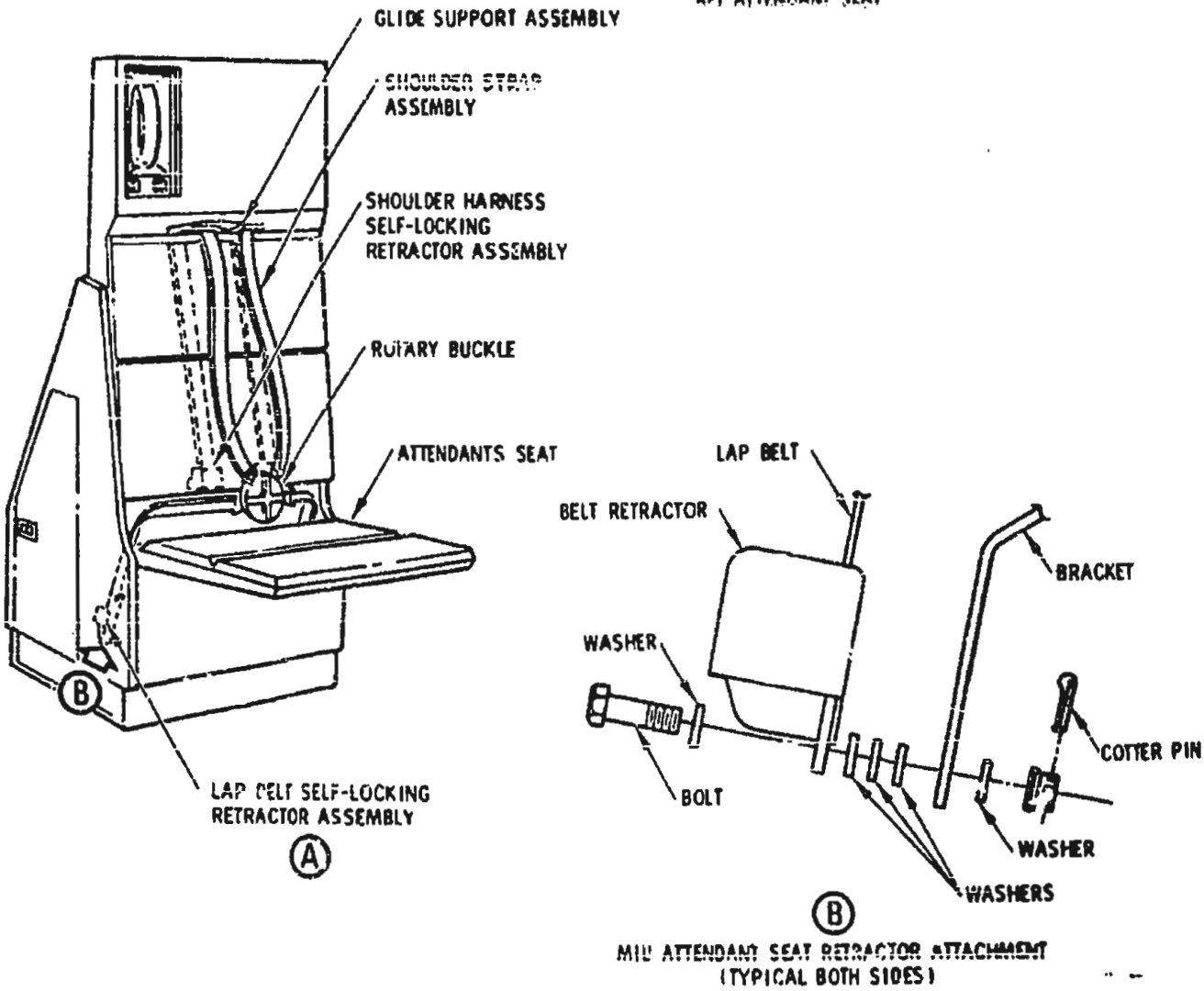
C Forward, Mid, Aft, and Food Service Specialist Attendant Seat
C Restraint System - Removal and Installation
C Figure 402

R EFFECTIVITY: ALL
R
001B





MID ATTENDANT SEAT RETRACTOR ATTACHMENT
(TYPICAL BOTH SIDES)

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C Attendant Seat Restraint System - Removal and Installation
C Figure 401

R EFFECTIVITY: ALL
R
001B

PASSENGER CONTROL UNIT (PCU) - REMOVAL AND INSIALLAIION

1. General

A passenger control unit (PCU) is installed in the arm of each passenger seat. Each PCU is removed and installed identically.

2. Referenced Proceduces

23-33-00	Passenger Service System (PSS) - Adjustment and Test
24-00-00	Electrical Power - Maintenance Practices

3. Removal/Installation

A. Removal

(1) On galley right circuit breaker panel, zone 130, open and tag circuit breaker PASS. SERV BUS 3R - POWER SUPPLY - MULTIPLEXED PASS SERVICE.

(2) Remove screws attaching PCU to arm of passenger seat.

(3) Tip PCU upper edge up and forward, and remove PCU sufficiently to disconnect electrical connector.

(4) Disconnect PCU electrical connector at aft end of PCU.

(5) Remove PCU from aircraft.

B. Installation

R (1) Verify circuit breaker opened in Step 3A(1) is open and tagged.

(2) Hold PCU above passenger seat arm.

(3) Connect electrical connector to PCU.

(4) Insert PCU into seat arm.

(5) Install screws attaching PCU to arm of seat.

(6) Remove tag and close circuit breaker opened in Step 3A(1).

(7) Perform BITE test of Passenger Service System (Ref. 23-33-00). After completion of BITE test, but before
R turning off system power, verify following:

Reading Light - can be turned off and on from PCU switch.

Call Light (Blue) - above seat and on corresponding EXIT sign can be turned on and reset
R with PCU switch and a HI chime will sounds when light comes on.

R Air Valve - advances one position, each time PCU switch is depressed.

(8) Turn off electrical power (Ref. 24-00-00).

R (9) Verify PSS TEST panel service and entertainment system switches are left in NORM POSITION.

C STRETCHER KIT - REMOVAL/INSTALLATION

C 1. Stretcher Kit Installation

CR NOTE: The "soft pack" container should be taken on-board and
CR stowed beneath the forward outboard passenger seat in the
CR stretcher installation area.

CR NOTE: See Figure 404 for a sketch of a typical stretcher
CR installation.

C A. Floor Area Preparation:

C L-1011-50 & -100 Installation: Remove and save carpets and
C seat track fillers from between rows 2 and 3 and rows 3 and
C 4, R/H seats. Carefully remove audio cable from seat track,
C install -2 track assembly per Step 1B, reposition the cable
C over the -2 track assembly, and cover with tape.

C L-1011-1 Installation: Remove and save carpets and seat
C track fillers from between rows 3 and 4 and rows 4 and 5,
C R/H seats. Carefully remove audio cable from seat track,
C install -2 track assembly per Step 1B, reposition the cable
C over the -2 track assembly, and cover with tape.

CR B. Referring to Fig. 401 (Sheet 2), install the forward -2
C track assembly using 2 each P/N 21341-52 stud assemblies.

CR NOTE: Slide the -2 track under any existing audio cable to
CR prevent cable damage.

CR NOTE: Remove approximately 1 1/2" of vinyl audio cable
CR raceway in area of -2 track installation as required.

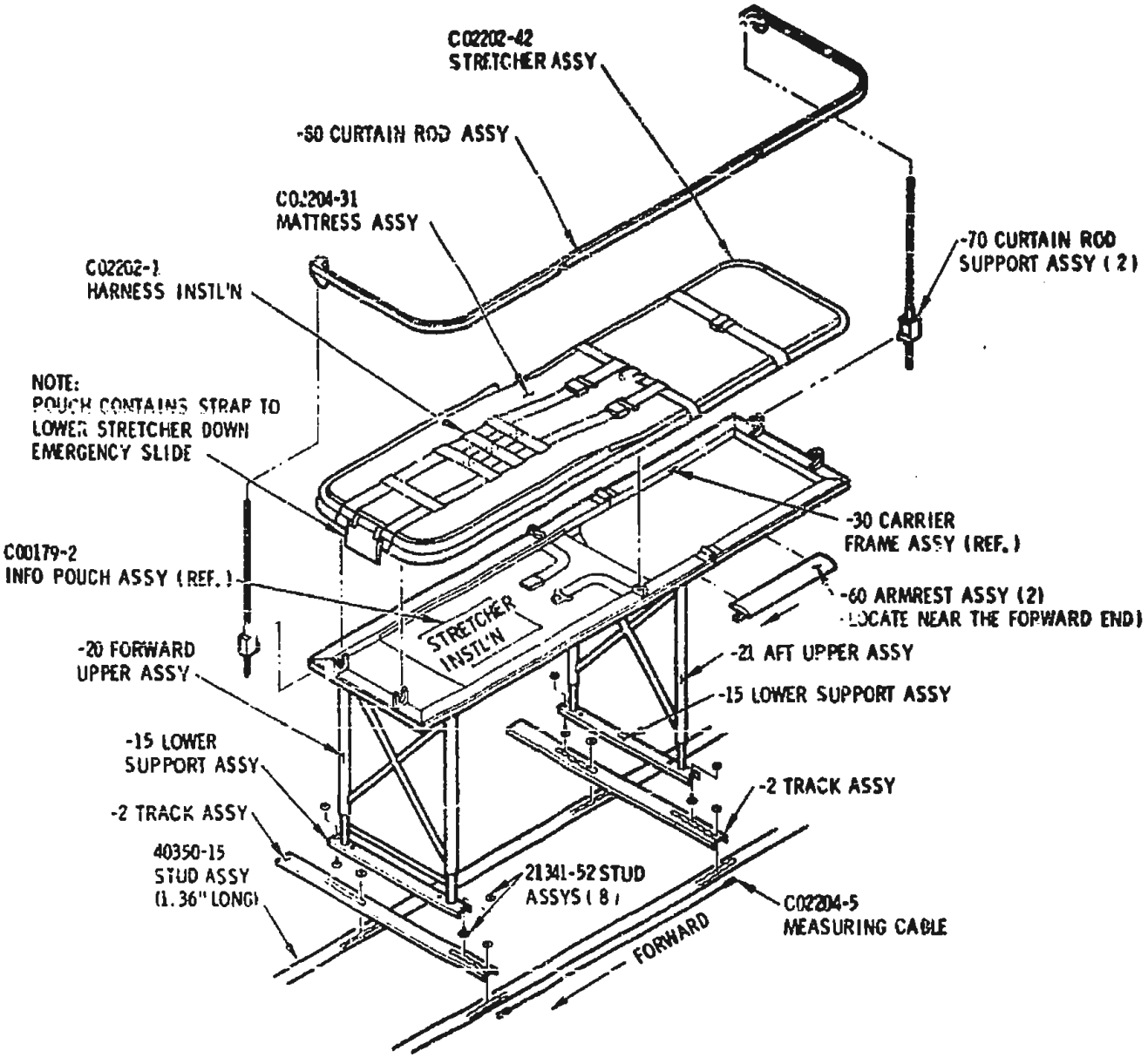
C C. Using the C02204-5 measuring cable as a guide, install the
C aft -2 track assembly 38 inches aft of the forward assembly
C using 2 more stud assemblies. Return measuring cable to
C storage bag.

CR NOTE: Slide the -2 track under any existing audio cable to
CR prevent cable damage.

CR NOTE: Remove approximately 1 1/2" of vinyl audio cable
CR raceway in area of -2 track installation as required.

C D. Remove and save seatbelt assemblies and center armrest
C tables as follows:

C C Fleet - Installation	Seatbelt Assys from:	Center Tables from:



1	C00178-2	INFO POUCH ASSY	86-0806	8	21341-52	STUD ASSY	86-1015
1	C02202-42	STRETCHER ASSY	87-5027	1	-30	CARRIER FRAME ASSY	CARRIER FRAME UNIT
1	C02204-31	MATTRESS ASSY	62-1420	1	-21	AFT UPPER ASSY	
1	C02202-1	HARNESS INSTL'N		1	-20	FWD UPPER ASSY	
1	-80	CURTAIN ROD ASSY		2	-15	LWR SUPPORT ASSY	
2	-70	C.R. SUPPORT ASSY		2	-2	TRACK ASSY	
2	-60	ARMREST ASSY	87-9903		-1	INSTALLATION	
1	C02204-5	MEASURING CABLE	87-9907				
-1	C02201-1						

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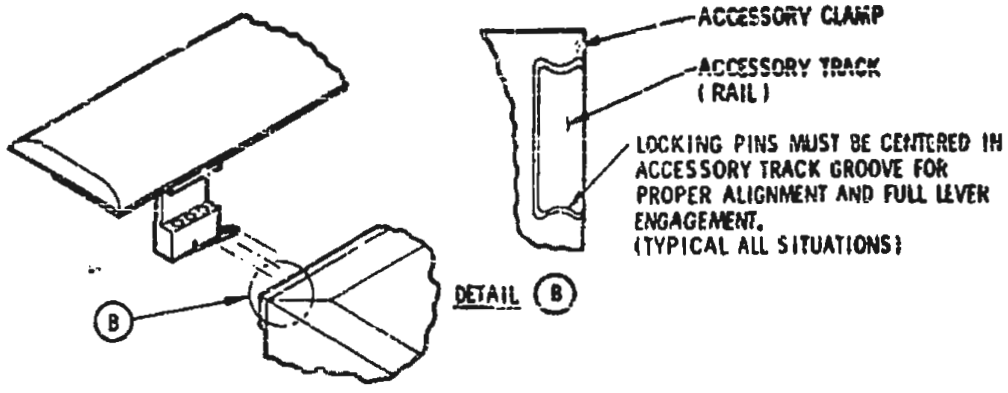
CR
CR

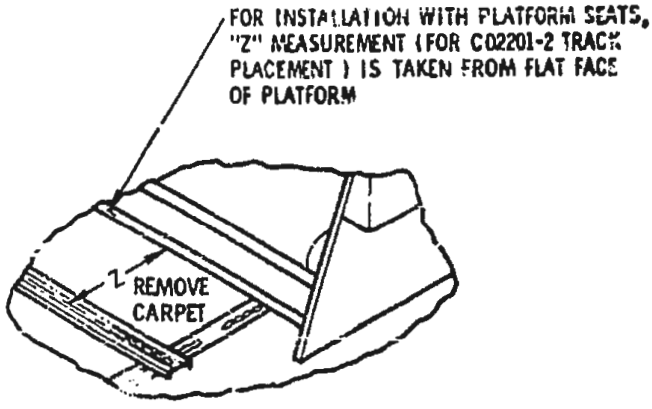
Air Medic Stretcher Kit
Figure 401 (Sheet 1)

EFFECTIVITY: ALL

001B

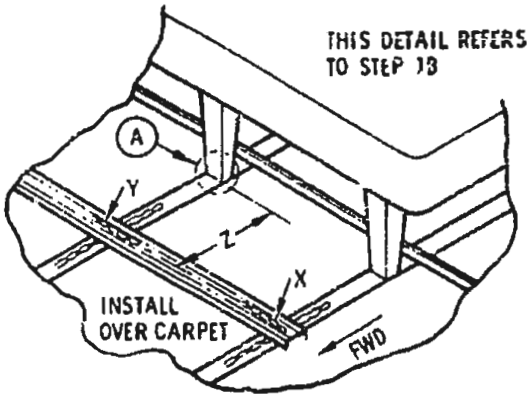

ACCESSORY CLAMP
ACCESSORY TRACK (RAIL)
LOCKING PINS MUST BE CENTERED IN ACCESSORY TRACK GROOVE FOR PROPER ALIGNMENT AND FULL LEVER ENGAGEMENT. (TYPICAL ALL SITUATIONS)
B
DETAIL (B)

ACCESSORY CLAMP CONNECTING DETAIL


FOR INSTALLATION WITH PLATFORM SEATS, "Z" MEASUREMENT (FOR C02201-2 TRACK PLACEMENT) IS TAKEN FROM FLAT FACE OF PLATFORM
Z
REMOVE CARPET

DETAIL (A)

X	Y	Z
2-1/2	22-1/2	6-1/2



-2 TRACK INSTALLATION LOCATION DETAIL

X - NUMBERED POSITION ON THE C02201-2 TRACK (INBOARD)

Y - NUMBERED POSITION ON THE C02201-2 TRACK (OUTBOARD)

Z - DISTANCE (IN INCHES) FROM FRONT OF LEG OR PLATFORM TO CENTER OF C02201-2 TRACK

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CR
CR

Air Medic Stretcher Kit
Figure 401 (Sheet 2)

EFFECTIVITY: ALL

001B

C	L-1011-50 and -100	3-9 & 4-9	Row 3, R/H
C	L-1011-1	4-9 & 5-9	Row 4, R/H

C E. Install 2 each C02202-24 belt assemblies (with buckles) in the following seatplace and extend belts aft to behind the seat:

	Fleet - Installation	Attach Belt Assemblies to:
C	L-1011-50 and -100	3-9
C	L-1011-1	4-9

C F. Breakover the seatback of the above seatplace (Step E) approximately 70 degrees (enough to clear the bottom of the carrier frame assembly which is about 32 inches above the floor). Breakover the seatback slowly, using care to compress the outboard foam and "shoehorn" it inside the armrest.

CR NOTE: All breakover restriction plates are supposed to have been removed from First Class seatbacks. Should a breakover restriction plate be encountered, remove and discard it.

C G. Install 2 each C02202-23 belt assemblies (without buckles) in the following seatplace and extend the belts forward:

	Fleet - Installation	Attach Belt Assemblies to:
C	L-1011-50 and -100	4-9
C	L-1011-1	5-9

C H. Locate and install 2 each track stud assemblies (with the knurled nuts removed) at positions 12 and 30 on the forward -2 track assembly. Repeat for the aft -2 track assembly. This is in preparation for installing the stretcher carrier frame assembly.

C I. Bring stretcher carrier frame assembly into the aisle positioned with "head forward". Unfold the forward and aft supports (legs) and the aft end of the frame. Lift the assembly outboard, over the aisle seatplace and lower into position so the inboard stud assemblies on the -2 track assemblies will come up through the holes located inboard of the inboard support legs. Install the knurled nuts to secure the support legs to the -2 track assemblies.

C NOTE: It may be necessary to recline the seatback of the
C aft seat to avoid interference with the aft end of
C the stretcher carrier frame.

CR NOTE: Assure that the stretcher carrier frame is over the
CR outboard seat places only. Stretcher should not
CR interfere with the inboard seatplaces (Ref. Fig.
CR 404).

C J. Secure the -30 carrier frame assembly to the top of the leg
C supports using the locking knobs (attached to the frame with
C 8 inch cables), 4 places.

C CAUTION: RATCHETS ARE CAPABLE OF APPLYING DAMAGING, EXCESSIVE
C LOADS UPON THE STRETCHER CARRIER.

C K. Thread the two C02202-23 belts into the ratchets at the
C "head" end of the frame assembly. Remove slack from the
C belts but do not tighten (Ref. Fig. 402).

C L. Connect buckles of the two C02202-24 belt assemblies to the
C tongues of the belts attached to the frame near the aft
C support assemblies (Ref. Fig. 402).

C M. Snug all four belts so the tension on each is equal, yet not
C excessive.

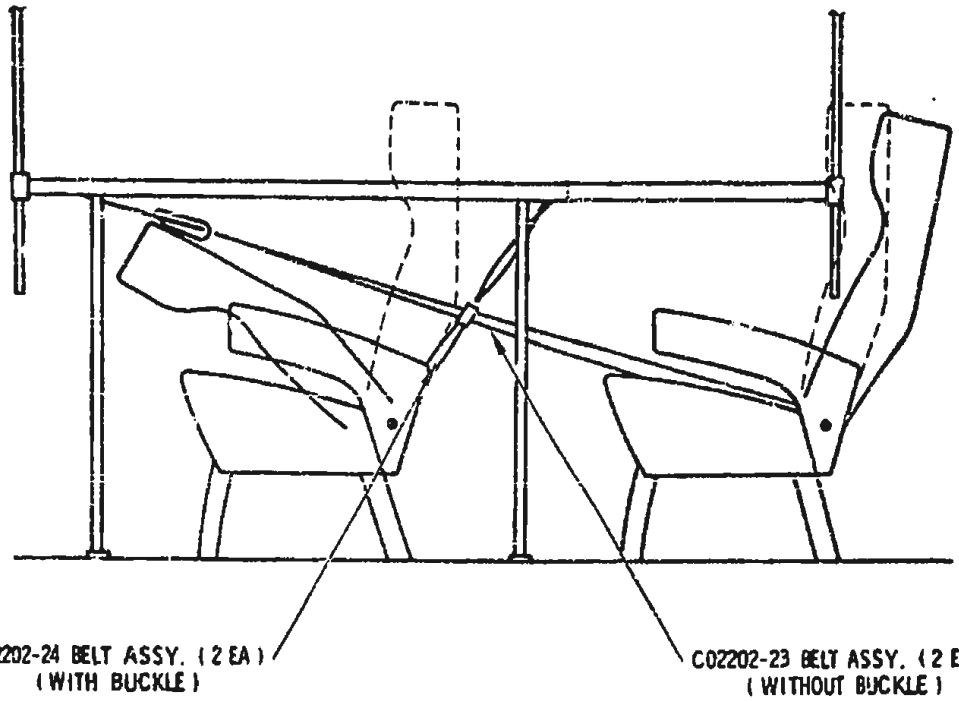
C N. Install 2 each (vertical) curtain rod support assemblies by
C attaching and locking the accessory clamps at the outboard
C end of each end rail (i.e., one at the "head" end and one at
C the "foot" end -- not on the rail along the outboard side of
C the carrier frame). Loosen the locking collar and adjust
C the height of the vertical tube as required, so the end of
C the tube is not closer than approximately 6 inches below
C overhead stowage and/or 2 inches clear of the sidewall.
C Tighten the locking collars.

C CAUTION: CURTAIN ROD HINGES CAN BE EASILY DAMAGED IF NOT
C HANDLED CAREFULLY.

C O. Unfold the curtain rod assembly (carefully) and secure the
C latches to hold the curtain rod in the open position.
C Install the curtain track assembly onto the vertical support
C tubes. Secure it with locking knobs (2 places).

CR NOTE: Assure that the distance between the PSU and the
CR curtain rod is at least 6 inches.

C P. Make a final curtain rod height adjustment (using the
C locking collars), as required, and also, if required, adjust
C the curtain rod to be parallel to the underside of overhead



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C
C Stretcher Carrier Frame Belt Assembly
Figure 402

R EFFECTIVITY: ALL
R
001B

C stowage (using a quick-release pin at each end of curtain
C rod assembly).

C Q. Extend the curtain rod extensions outboard to allow 1 inch
C clearance from the sidewall (at each end). Tighten locking
C knobs.

C R. Install armrests on each side of the stretcher carrier
C frame. Clamp each armrest with both accessory clamps.

C S. Install the two curtains by slipping the upper "hemmed
C pocket" of the curtains over the curtain rod extensions (at
C each end) and attaching the curtains to the outside of the
C curtain rod using the velcro strips.

C T. Unfasten the red stretcher safety belt and let both ends
C hang free over the sides of the carrier frame.

C U. Install the stretcher onto the carrier frame, with the head
C forward, as follows:

C (1) Engage the stretcher frame (tubing) into the
C horizontally slotted supports at the "foot" end of the
C carrier frame,

C (2) Align the stretcher over the side supports and lower
C the "head" end into the vertically slotted supports,

C (3) Install quick-release pins (2 places) into the
C vertically slotted supports, and

C (4) Fasten the red stretcher safety belt over the stretcher
C (or, over the stretcher passenger -- if present).

C V. Assure that a pillow with a fresh pillowcase, 2 each sheets,
C and 2 each blankets are on the stretcher, or stowed nearby.

CR W. Stow the "soft pack" stowage container under the forward
CR outboard seat in the stretcher installation area.

CR X. Make a log entry: "Stretcher installed at seats ___ and ___.

C 2. Stretcher Kit Removal

CR A. Remove the "soft pack" stretcher stowage container from
CR under the forward outboard seat in the stretcher
CR installation area.

C B. Remove 2 each curtains.

C C. Remove linens, consisting of:

C 2 each Sheets,

C 1 each Pillow,

C 1 each Pillowcase, and

C 2 each Blankets

CR Send to JFK along with stretcher kit.

C D. Unfasten the red stretcher safety belt, if fastened, and let
C both ends hang free over the sides of the carrier frame.

C E. Remove quick-release pins (2 places) from the vertically
C slotted stretcher supports at the "head" end and remove the
C stretcher from the carrier frame.

C F. Fasten the red stretcher safety belt and tighten belts to
C remove slack.

C G. Remove armrests (2 each) by releasing both accessory clamps
C on each armrest.

C H. Retract curtain rod extensions (away from sidewall).
C Tighten locking knobs.

C CAUTION: CURTAIN ROD HINGES CAN BE EASILY DAMAGED IF NOT
C HANDLED CAREFULLY.

C I. Remove the two locking knobs that secure the curtain rod
C assembly to the vertical support tubes, and remove the
C curtain rod assembly. Fold the curtain rod assembly by
C rotating (unlatching) the latches at the two hinge points.

C J. Remove 2 each (vertical) curtain rod support assemblies by
C releasing the accessory clamp from the rails.

C K. Working at the "head" end of the carrier frame, grasp the
C ratchet release mechanisms and squeeze to release the
C tension from the belts (2 places). Pull belts free of
C ratchets.

C NOTE: There are two release mechanisms on each ratchet
C which must be squeezed simultaneously to release
C tension.

C L. Disconnect buckles from tongues of belts attached to the
C frame near the aft support assemblies.

C M. Remove the locking knobs that secure the carrier frame
C assembly to the top of the leg supports (4 places).

C N. Remove the knurled nuts that secure the support legs to the
C -2 track assemblies (4 places).

C O. Remove the stretcher carrier frame assembly from the -2
C track assemblies by lifting it up and inboard over the aisle
C seatplace. Fold up the aft end of the frame, then fold up
C the aft support leg, and last, fold up the forward support
C leg.

C P. Remove the four track stud assemblies from the -2 track
C assemblies, install the knurled nuts (from step 2N.), and
C stow in storage bag.

C Q. Raise broken-over seatback to upright position and tighten
C breakover, as required.

C R. Remove 2 each C02202-23 belt assemblies (without buckles)
C and 2 each C02202-24 belt assemblies (with buckles) from the
C seatplaces where stretcher kit was installed.

C S. Remove the two -2 track assemblies by first removing the
C knurled nuts, then the -2 track assemblies, and last, the
C stud assemblies. Install the knurled nuts on the stud
C assemblies (4 each) and stow them in the storage bag.

C T. Install the seatbelt assemblies (saved from installation of
C the stretcher kit) into the two outboard seatplaces where
C the stretcher kit was installed. (Reference Step 1D of the
C Installation Instructions).

C U. Install the center armrest table (saved from installation of
C the stretcher kit) into the seat assembly from which it was
C removed. (Reference Step 1D of the Installation
C Instructions).

C V. Install audio cable into seat track, as required. It may
C have been temporarily rerouted for installation of the
C stretcher kit.

C W. Install 2 each carpets and 4 each* seat track fillers (saved
C from installation of the stretcher kit) into the area where
C stretcher kit was installed.

C *Could be only 2 each if audio cable is in the seat
C track.

C X. Pack the removed stretcher kit parts into the "soft pack"
C stowage container.

C CAUTION: CURTAIN ROD HINGES CAN BE EASILY DAMAGED IF NOT
C HANDLED CAREFULLY.

C Y. Make a log entry: "Stretcher kit removed from aircraft
C cabin."

C Z. Close the container and secure the straps for shipment.

C AA. Tag stretcher kit for return to JFK for refurbishment.

C BB. Mechanic: Complete the sign-off at the bottom of Figure
C 403.

PARKING LIST

1 EA. G02374-1 (TWA S/N 62-1340) "SOFT PACK" STOWAGE BAG
1 EA. C02201-30 CARRIER FRAME UNIT
2 EA. C02201-2 TRACK ASSYS.
2 EA. C02201-60 ARMREST ASSYS.
1 EA. C02202-41 STRETCHER ASSY., CONSISTING OF:
  1 EA. C02204-31 (62-1420) MATTRESS ASSY.
  1 EA. C02202-1 HARNESS INSTL.
  1 EA. C02202-42 (87-5027) STRETCHER W/C02204-41
    (67-1421) DIAPHRAGM
  1 EA. C02202-29 POUCH
  1 EA. C02202-43 STRAP
2 EA. C02201-70 CURTAIN ROD SUPPORT ASSYS.
1 EA. C02201-80 CURTAIN ROD ASSY.
1 EA. 62-0280 CURTAIN
1 EA. 62-0281 CURTAIN
2 EA. 66" X 104" WHITE COTTON MUSLIN SHEETS (VENDOR CODE H0182) (OR EQUIV.)
1 EA. 44-0131 PILLOW (15" X 20")
1 EA. 44-0133 PILLOWCASE (LARGE, WHITE)
2 EA. 44-1282 BLANKETS
2 EA. C02202-23 (62-1417) BELT ASSYS. (WITHOUT BUCKLE)
2 EA. C02202-24 (62-1418) BELT ASSYS. (WITH BUCKLE)
1 EA. LOOSE EQUIPMENT STORAGE BAG, CONTAINING:
  10 EA. 40073-11 (86-1015) TRACK STUD ASSYS. (0.75" LONG)
  1 EA. 87-9907 MEASURING CABLE.

MECHANIC

SIGN-OFF	STATION	DATE

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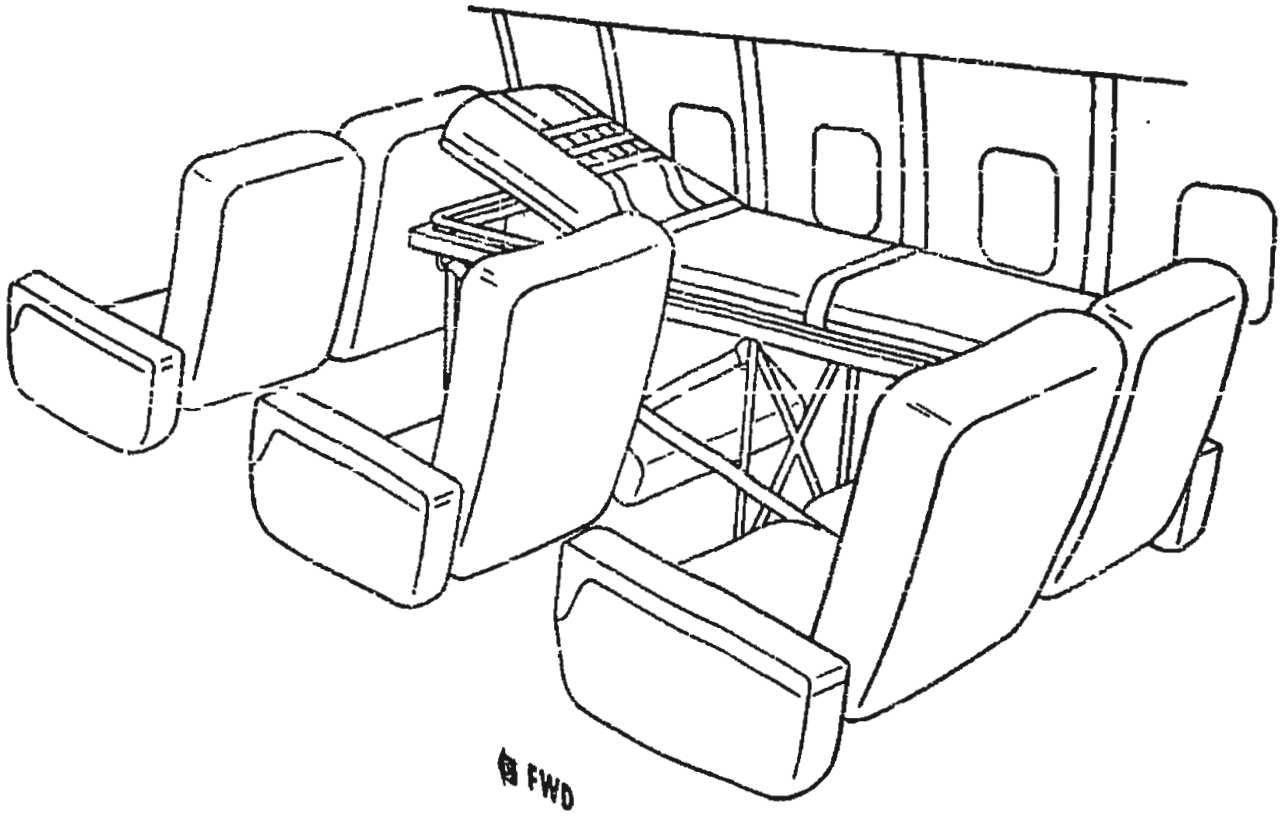
CR
CR

Stretcher Kit Packing List
Figure 403

EFFECTIVITY: ALL

001B



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C
C

Typical Stretcher Installation
Figure 404

PASSENGER_COMPARTMENT_SERVICE_MODULES_-_DESCRIPTION_AND_OPERATION

R 1. General

R A passenger service module (PSM) is installed over the passenger R seats. There are two types of PSM's installed in the passenger R compartment:

R Center overhead passenger service module.

R Outboard overhead passenger service module.

R The PSM's are adjustable to permit relocation when passenger R seats are repositioned.

R An oxygen mask module is provided for all passenger compartment R attendants and food service specialist.

R 2. Reference_Procedure

R 35-21-00 Passenger Oxygen System - Description and Operation

R 3. Center_Overhead_Passenger_Service_Module_(PSM)

A. Description

R Each center PSM (Ref. Fig. 1) contains:

R Oxygen generator.

R Oxygen masks.

R Reading lights.

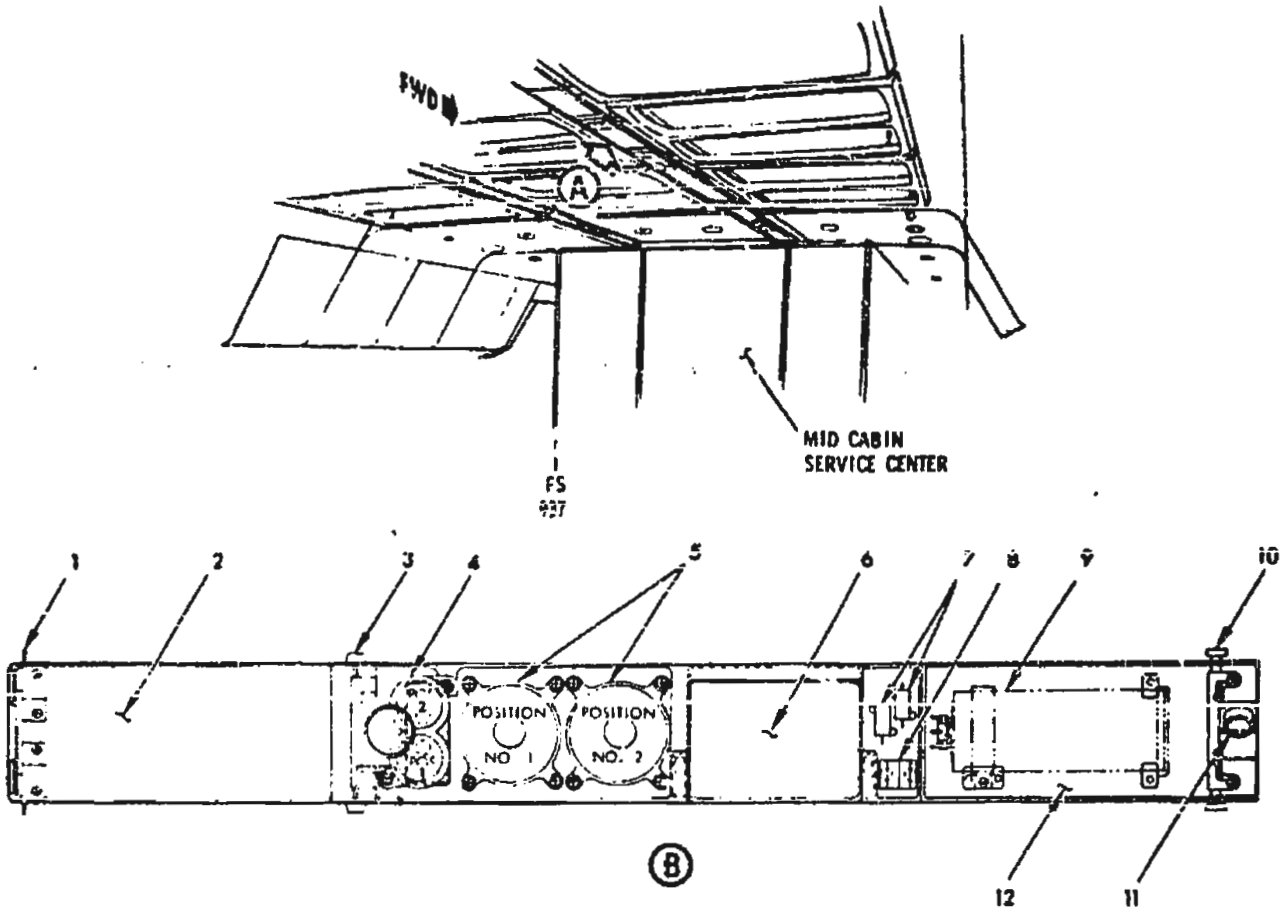
R Individual air outlets (cool air valves).

R The oxygen mask portion of the PSM is self-contained and R portable (Ref. 35-21-00). The oxygen masks are released R through the oxygen mask compartment door in the PSM.

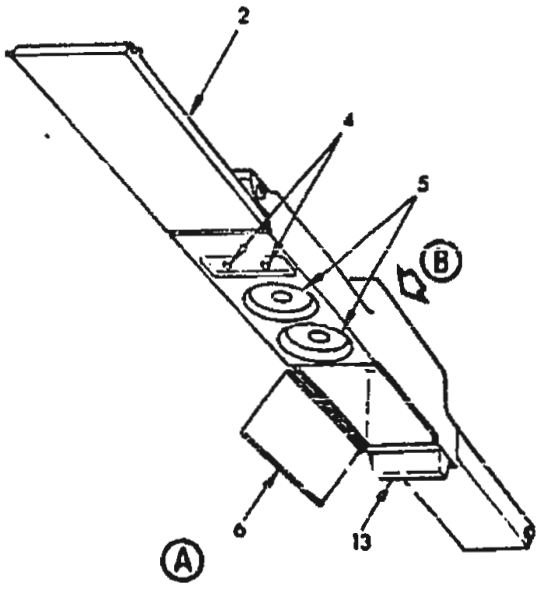
R Controls for the reading lights and individual air outlets R are located in the passenger control unit.

R B. Operation

R The forward Panel is lowered by pushing the FWD Panel R Support Latches inward and pulling the panel down (Ref. Fig. R 1 Sheet 2).



1 FORWARD PANEL SUPPORT LATCH
2 FORWARD PANEL
3 SHEAR PIN
4 COOL AIR VALVE
5 READING LIGHT
6 OXYGEN MASK COMPARTMENT DOOR (WITH MAGNETIC LATCH)
7 RESISTOR
8 TERMINAL BLOCK
9 OXYGEN GENERATOR
10 GLIDE
11 CONNECTOR
12 AFT PANEL
13 CALL LIGHT HOLDER



HH 4438
MI-A00-25-128

Center Overhead Passenger Service Module (PSM)
Figure 1

R The PSM is lowered by moving the Shear Pin Release Knobs
R inward.

R The oxygen system is automatically actuated when the cabin
R pressure falls below a predetermined level. When the oxygen
R system is actuated the oxygen mask compartment door opens
R and the oxygen masks are deployed (Ref. 35-21-00).

R 4. Outboard Overhead Passenger Service Module

A. Description

R Each outboard PSM (Ref. Fig. 2) contains:

R Oxygen generator

R Oxygen masks

R Reading lights

R Individual air outlets (cool air valves)

The oxygen mask portion of the PSM is self-contained and
R portable (Ref. 35-21-00). The oxygen masks are released
R through oxygen mask compartment door in the PSM.

R Controls for the reading lights and individual air outlets
R are located in the passenger control unit.

R B. Operation

R The operation for outboard PSM is same as the center PSM.

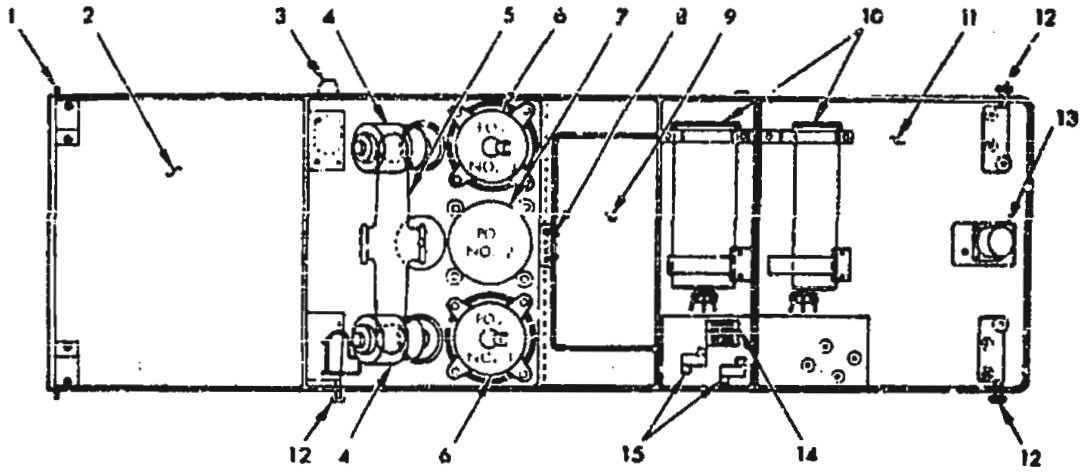
R 5. Cabin Attendant and Food Service Specialist Oxygen Mask Modules

A. Description

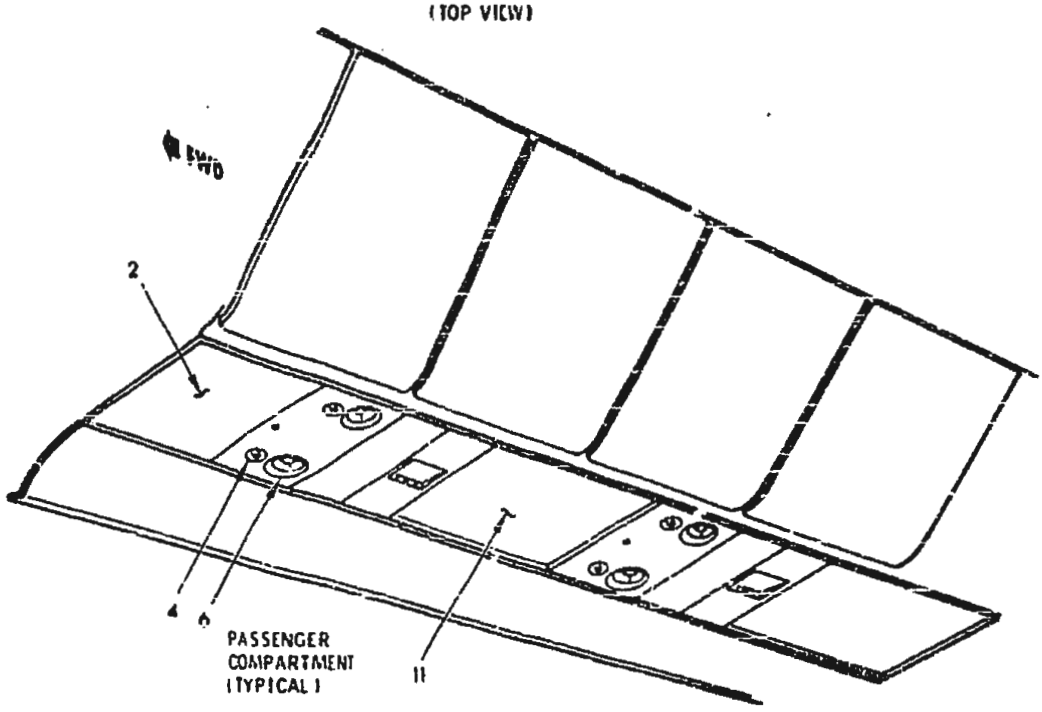
Modules containing oxygen masks are installed in the ceiling above the attendant seats (Ref. 35-21-00).

R B. Operation

R The oxygen system is actuated when the cabin pressure falls
R below a predetermined level. When actuated the oxygen mask
R module door opens and the oxygen masks will be deployed
R (Ref. 35-21-00).



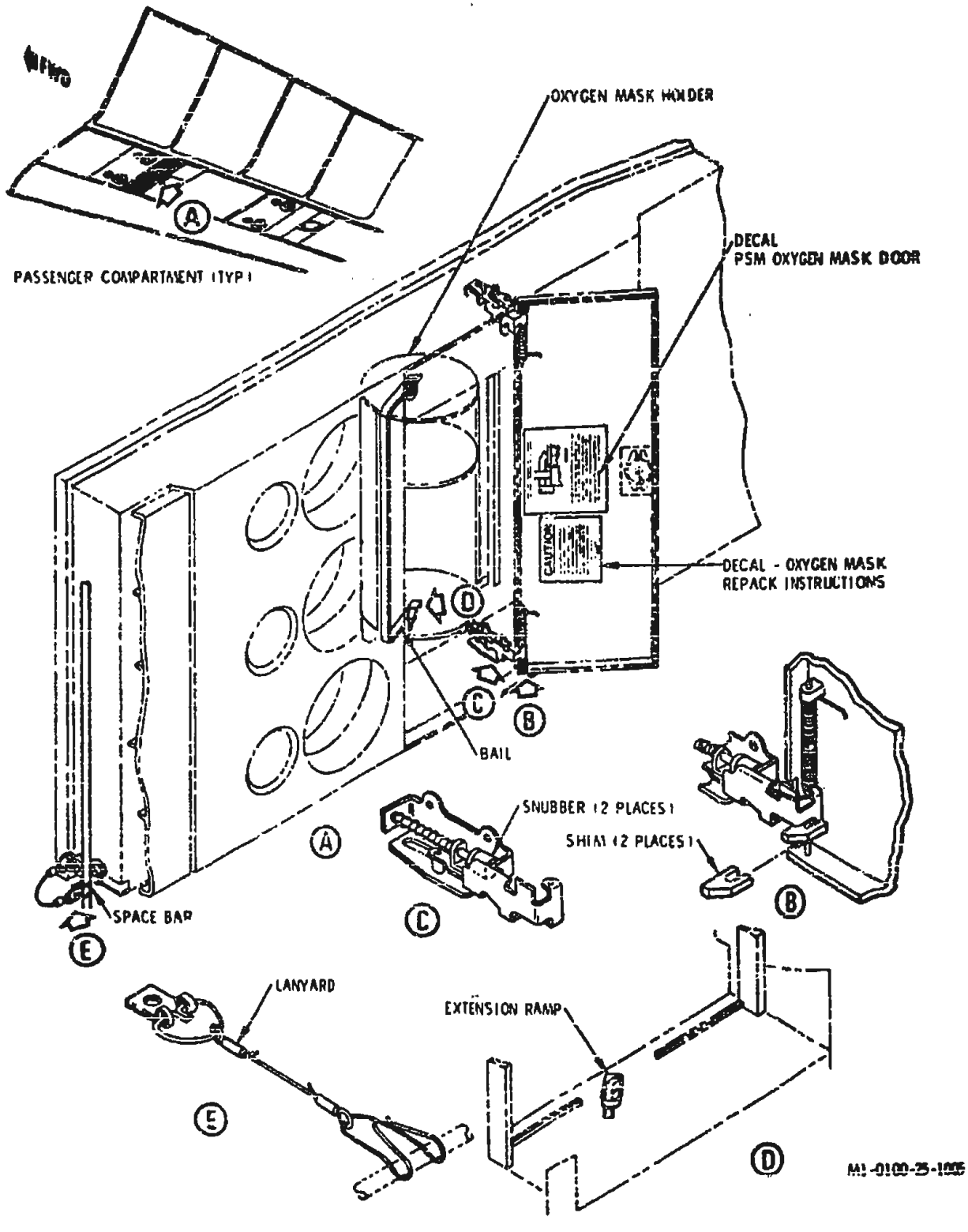
PASSENGER SERVICE MODULE (PSM)
(TOP VIEW)



1 FORWARD PANEL SUPPORT LATCH
2 FORWARD PANEL
3 SHEAR PIN
4 COOL AIR VALVE
5 MANIFOLD
6 READING LIGHT
7 CAP AND PLUG
8 MAGNETIC LATCH
9 OXYGEN MASK COMPARTMENT DOOR
10 OXYGEN CYLINDER PROVISIONS
11 AFT PANEL
12 GLIDE
13 ELECTRICAL CONNECTOR
14 TERMINAL BLOCK
15 RESISTORS

HH 4263
MI-A00-25-177

Outboard Overhead Passenger Service Module (PSM)
Figure 2



Outboard Overhead Passenger Service Module (PSM)
Figure 2

PASSENGER COMPARTMENT SERVICE MODULES - MAINTENANCE PRACTICES

1. General

Passenger compartment call light blue lens, lamp and fixture are mounted in the passenger service modules (PSM).

2. Equipment and Materials

Contact Pin Crimping Tool

Contact Pin Insertions/Removal Tool

Crimp Contact Pins, M39029/1-16-22 or Matrix (P/N) 5000-027-22

Double Wire Splice, Matrix (P/N) MSW22E-1, or equivalent

Lens and Lamp Removal Tool - Small tweezers with curved grips covered with soft plastic or tape

NOTE: A simple shop aid may be made from a short length (2 to 3 inches) of soft flexible plastic tubing (TYGON, or equivalent) that will slip over lens (3/16 inch ID) and lamp (1/8 inch ID) with a slight stretch fit.

3. Referenced Procedures

25-22-02 Passenger Service Center Overhead Module - Removal and Installation

25-22-03 Passenger Service Outboard Overhead Module - Removal and Installation

4. Maintenance Practices

A. Cabin Call Light Blue Lens and Lamp Replacement

(1) Confirm that MULTIPLEXER PSS/PES TEST panel rotary switches are in NORMAL position.

(2) Check attendant call switch on each passenger control unit (PCU) within the affected call light seat group and confirm that each is off.

R NOTE: Preceding Steps 4A(1) and 4A(2) will prevent damage to the associated seat group decoder call light driver transistor in the event the light

socket is accidently shorted out during replacement of the bulb.

(3) Remove blue lens by using tweezers or slipping plastic tubing over lens and, with finger tips close to lens, squeeze lightly and pull lens from fixture.

(4) Remove lamp from fixture in same manner using caution to not break lamp bulb from lamp base.

(5) Position replacement lamp in fixture with base protrusions aligned with base keyway.

(6) Carefully push lamp into base; do not force.

(7) Install blue lens onto fixture.

(8) Actuate one of the attendant call light switches on a PCU in the associated seat group to check bulb operation.

B. Cabin Call Light Fixture Replacement (Center Overhead PSM)

(1) Open circuit breakers and open PSM to vertical position only (Ref. 25-22-02).

(2) At the call light, locate and note wire/pin location in terminal module, then remove pins with pin insertion/removal tool.

(3) Remove call light fixture by pushing fixture out of the PSM.

(4) Insert replacement call light fixture lead wires (with contact pins installed) up through PSM call light mounting hole.

R (5) Install contact pins in terminal module using pin insertion/removal tool as noted in Step 4B(2).

(6) Install replacement lamp and blue lens.

(7) Close PSM and close circuit breakers (Ref. 25-22-02).

(8) Check call light operation by pressing STEWARDESS call button on the applicable seat position.

C. Cabin Call Light Fixture Replacement (Outboard Overhead PSM)

(1) Open circuit breakers and open PSM to vertical position only (Ref. 25-22-03).

(2) Remove the damaged call light fixture by cutting the lead wires close to the fixture and pushing the fixture out of the PSM.

(3) Install replacement call light fixture, with lead wires and crimp contact pins, up through PSM mounting hole.

(4) Install crimp contact pins on PSM harness wires cut in Step 4C(2).

(5) Using the contact pin insertion/removal tool, connect the PSM harness wires to the call light fixture with the double wire splice fitting.

(6) Secure completed wire splice and harness as required.

(7) Install lamp and blue lens on the call light fixture.

(8) Close PSM and close circuit breakers (Ref. 25-22-03).

(9) Test call light operation by pressing STEWARDESS call button on applicable seat position.

C D. Repair of PSM Air Supply Manifold

C (1) Manifold (Fig. 2 Item 5) may be reused if hose/cap
C retention fingers are broken by:

C (a) Rotating inner manifold 180°, installing cap on
C side with broken retention fingers, and taping cap
C in place with nylon or fibreglas tape. (b)
C Realign tube outlets.

CR (c) Reinstall in PSM

PASSENGER COMPARTMENT SERVICE MODULE - CLEANING

1. General

This procedure contains instructions for cleaning all accessible parts of the passenger compartment service module (PSM).

2. Equipment and Materials

Soft brush - nonmetallic

Cloth - lint free

IP Alcohol - 99 Detergent, Guard-All Chemical Co., Norwalk, Connecticut 06856, or equivalent

Dry cleaning solvent, Federal Specification P-D-680, or equivalent

3. Referenced Procedures

25-22-02 Passenger Service Center Overhead Module - Removal and Installation

25-22-03 Passenger Service Outboard Overhead Module - Removal and Installation

4. Cleaning

A. Cleaning (non-electrical components)

(1) Gain access to all non-electrical components (Ref. 25-22-02 or 25-22-03).

(2) Lightly brush all non-electrical components with soft nonmetallic brush.

(3) Remove loose dust by using dry filtered air at moderate pressure (25 psi maximum pressure).

R (4) Clean non-electrical components with IP Alcohol-99 Detergent or equivalent.

(5) Dry all non-electrical components with lint free cloth, or clean compressed air (25 psi maximum pressure).

B. Cleaning (electrical components).

R (1) Gain access to all electrical components (Ref. 25-22-02
R or 25-22-03).

R (2) Remove all foreign material between terminals of
R electrical connector and individual terminals of
R electrical harness assembly.

R WARNING: USE DRY CLEANING SOLVENT IN A WELL-VENTILATED
R AREA. AVOID BREATHING OF FUMES AND EXCESSIVE
R SOLVENT CONTACT WITH SKIN. KEEP DRY CLEANING
R SOLVENT AWAY FROM OPEN FLAME.

R (3) Clean electrical components with clean lint-free cloth
R moistened with dry cleaning solvent.

R (4) Clean areas difficult to reach with soft bristle brush
R moistened with solvent.

R (5) Dry all electrical components thoroughly.

PASSENGER SERVICE CENTER OVERHEAD MODULE REMOVAL AND INSTALLATION

1. General

R The passenger service center overhead modules (center PSM) are
R located in zones 220 through 270. All center PSM are removed and installed identically (Ref. Fig. 401).

2. Referenced Procedure

25-22-03 Passenger Service Outboard Overhead Module - Removal and Installation

35-21-08 Oxygen Mask Stowage Rack, Center Service Module - Removal and Installation

3. Removal/Installation

A. Removal

(1) On galley left circuit breaker panel, zone 130, open
R and tag following circuit breakers:

GALLEY AC BUS 2 - POWER - PASS SERV MDL

1 (F7)

2 (F8)

3 (F9)

GALLEY AC BUS 3 - POWER - PASS SERV MDL

4(F2)

5(F3)

6(F4)

7(F5)

8(F6)

On galley right circuit breaker panel, zone 130, open and tag circuit breaker PASS SERV BUS 3R - POWER SUPPLY - MULTIPLEXED PASS SERVICE (E4).

On Flight Engineer/Second Officers overhead circuit breaker panel CB2, zone 215, open and tag following circuit breakers:

PASSENGER ENTERTAINMENT - MULTIPLEX SYSTEM

CC 2, 3 (D10)

CC 1, 4 (D11)

On pilots overhead circuit breaker panel CB1, zone 210, open and tag following PASS. OXYGEN circuit breakers:

NORMAL - MASK (J15)

NORMAL - GEN (J16)

OVERRIDE - MASK (J17)

OVERRIDE - GEN (J18)

(2) Retract forward panel support latches (spring-loaded to extend position) and hinge panel aft and downward.

(3) Pull forward panel slightly forward against spring pressure, and lower forward panel.

R (4) Repeat Steps 3A(2) and 3A(3) for forward panel aft of center PSM being serviced.

(5) Support forward end of center PSM.

(6) Retract and lock module shear pins release knobs in detents.

(7) Release module shear pins from tracks and hinge center PSM partially downward.

(8) Disconnect hose to module cool air valves.

(9) Lower center PSM to a vertical position, and support center PSM.

(10) Disconnect electrical connector from center PSM.

R (11) Retract and lock module glide release knobs in detents and move center PSM approximately one-half inch forward.

(12) Remove center PSM from tracks and aircraft.

B. Installation

R (1) Verify circuit breakers opened in Step 3A(1) are open and tagged.

(2) Position module glides in tracks.

R (3) Move center PSM approximately one-half inch aft.

R R (4) Unlock module glide release knobs to extend and lock module glides in track.

R (5) Connect electrical connector to center PSM.

C NOTE: Check Mask Stowage details per 35-21-08.

R (6) Raise center PSM forward end partially upward.

(7) Connect hose to module cool air valves.

(8) Position module shear pins in tracks.

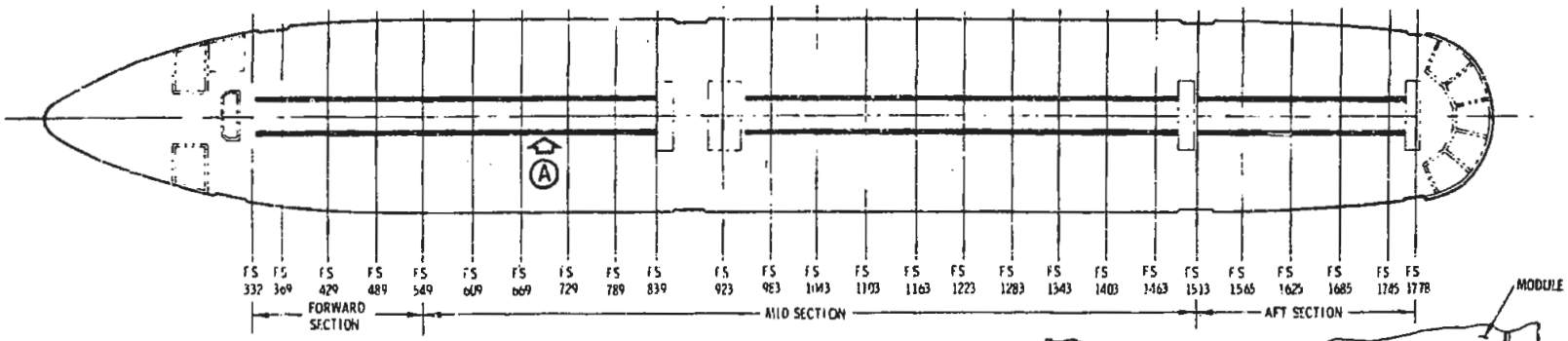
(9) Unlock module shear pins release knobs from detents, and lock shear pins in tracks.

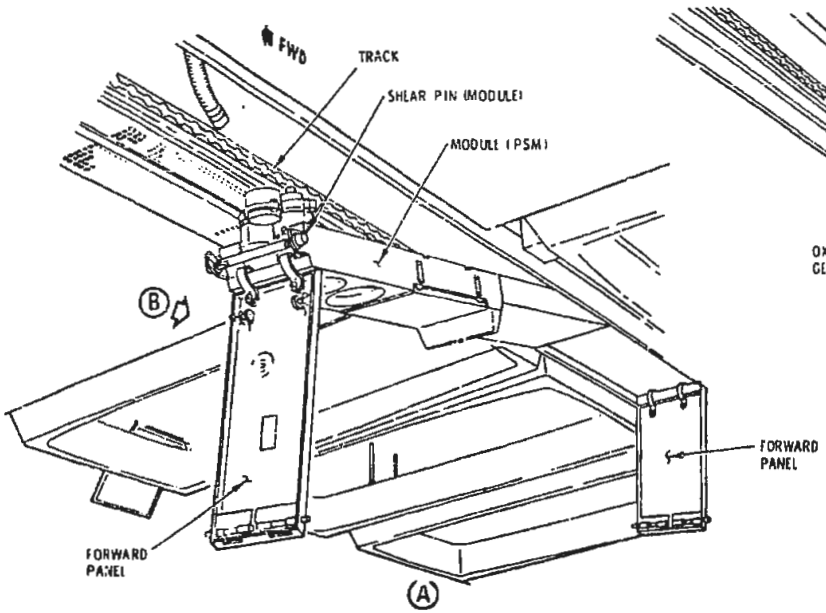
R (10) Hinge center PSM forward panel upward.

R (11) Retract and release forward panel support latches (spring-loaded open) to lock panel in position.

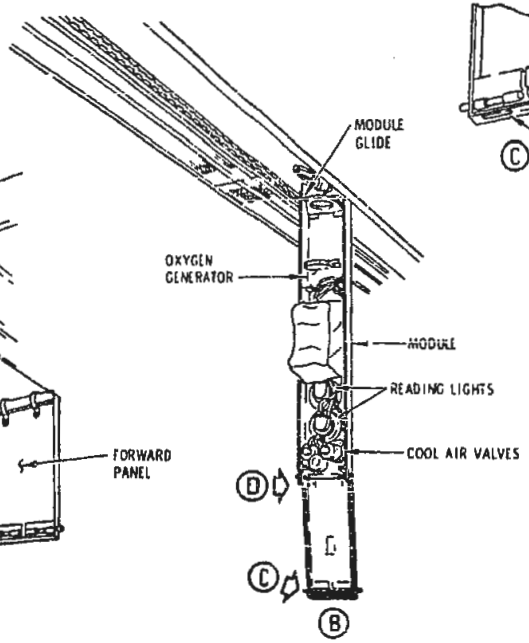
(12) Remove tags and close circuit breakers opened in Step 3A(1).

C C (13) Perform oxygen system BITE test (Ref. to 25-22-03, Config 2).

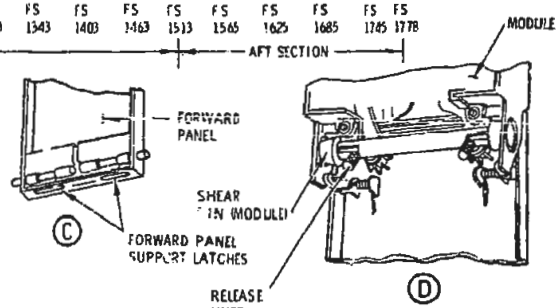




MODULE SHOWN PARTIAL IN DOWN POSITION



MODULE SHOWN IN VERTICAL POSITION



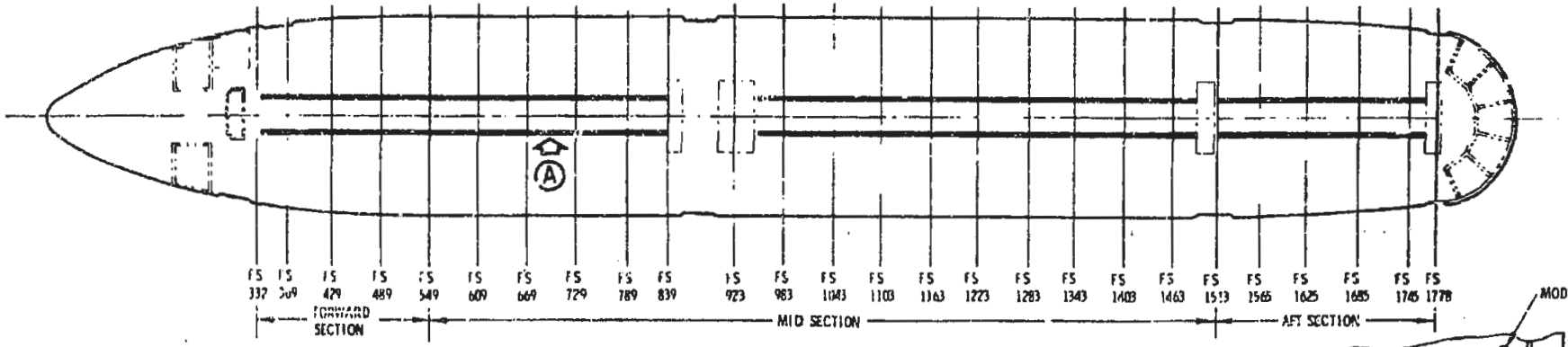
LOCATION POINTS FOR SHEAR PIN INSTALLATION

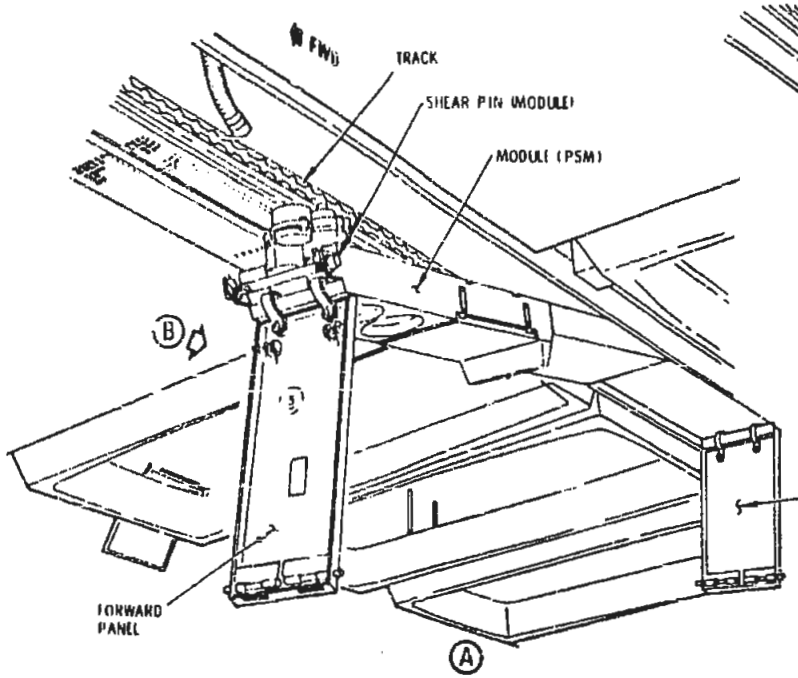
CENTER P.S.M.'S			
FORWARD SECTION	MID SECTION		AFT SECTION
351	541	1103	1529
389	579	1139	1560
427	617	1175	1591
465	676	1211	1623
503	712	1247	1658
	748	1283	1693
	783	1319	1728
	815	1355	
	958	1391	
	995	1426	
	1031	1458	
	1067		

MI-5000-25-A??

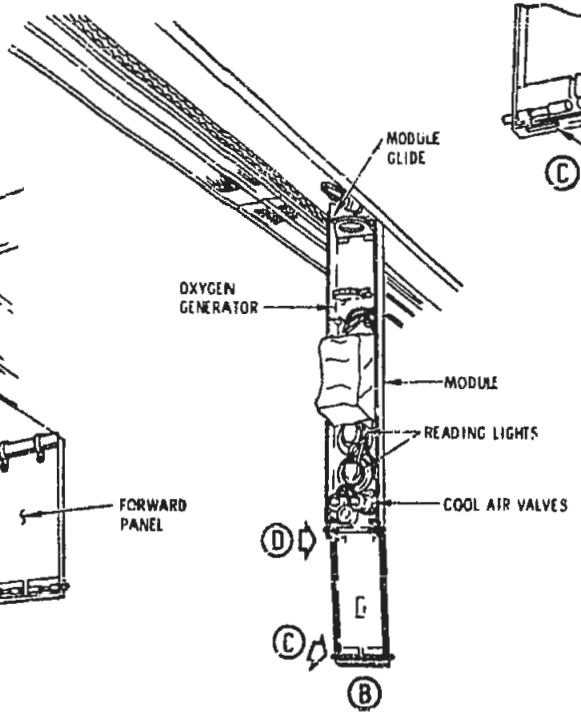
Passenger Service Center Overhead Module
Removal and Installation
Figure 401

R EFFECTIVITY: 001-031
R
001B

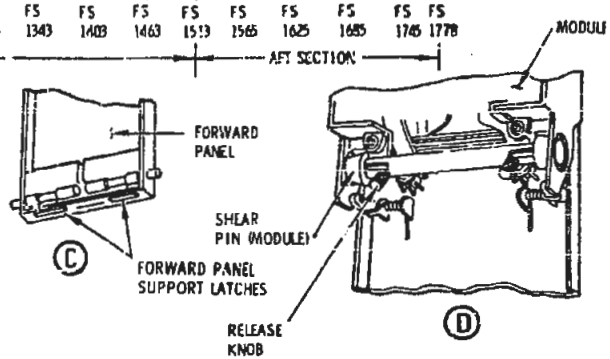




MODULE SHOWN PARTIAL IN DOWN POSITION



MODULE SHOWN IN VERTICAL POSITION



LOCATION POINTS FOR SHEAR PIN INSTALLATION

CENTER P.S.M.'S			
FORWARD SECTION	MID SECTION		AFT SECTION
401	956(L)	1329	1588
440	958(R)	1362	1622
479	991	1394	1656
517	1025	1426	1690
555	1059	1458	1727
615	1093		
648	1127		
682	1161		
716	1195		
750	1229		
782	1263		
815	1296		

MI-0000-25-2524

Passenger Service Center Overhead Module
Removal and Installation
Figure 401

R
R
001B EFFECTIVITY: 032-999

PASSENGER SERVICE OUTBOARD OVERHEAD MODULE REMOVAL AND INSTALLATION

1. General

R The passenger service outboard overhead modules (outboard PSM) are located in zones 220 through 270. All modules are removed and installed identically (Ref. Fig. 401).

2. Referenced Procedure

35-21-00 Passenger Oxygen System BITE Test - Adjustment and Test

3. Removal/Installation

A. Removal

(1) On galley left circuit breaker panel, zone 130, open and tag following circuit breakers:

GALLEY AC BUS 2 - POWER - PASS SERV MDL 1, 2, and 3

GALLEY AC BUS 3 - POWER - PASS SERV MDL 4 through 8

On galley right circuit breaker panel, zone 130, open and tag circuit breaker PASS. SERV BUS 3R - POWER SUPPLY - MULTIPLEXED PASS SERVICE.

On Flight Engineer/Second Officers overhead circuit breaker panel CB2, zone 215, open and tag following circuit breakers:

PASSENGER ENTERTAINMENT - MULTIPLEX SYSTEM

PASSENGER SERVICE - HOST ADVSY IND

On pilots overhead circuit breaker panel CB1, zone 210, open and tag following PASS. OXYGEN circuit breakers:

NORMAL - MASK

NORMAL - GEN

OVERRIDE - MASK

(2) Retract forward panel support latches (spring-loaded to extend position).

(3) Pull forward panel slightly forward against spring pressure, and lower forward panel.

R R (4) Repeat Steps 3A(2) and 3A(3) for forward panel aft of outboard PSM being serviced.

R (5) Support forward end of outboard PSM.

(6) Retract and lock module shear pins release knobs in detents.

R R (7) Release module shear pins from tracks and hinge outboard PSM partially downward (dis-engaging side restraints from track).

(8) Disconnect hose to cool air valves.

R R (9) Lower outboard PSM to a vertical position, and support outboard PSM.

R (10) Disconnect electrical connector from outboard PSM.

R (11) Move outboard PSM approximately one-half inch forward, retract and lock module glides release knobs in detents.

R (12) Remove outboard PSM from tracks and aircraft.

B. Installation

(1) Verify circuit breakers opened in Step 3A(1) are open and tagged.

(2) Position module glides in tracks.

R (3) Move outboard PSM approximately one-half inch aft.

(4) Unlock module glides release knobs from detents to extend and lock module glides in track.

R (5) Connect electrical connector to outboard PSM.

C (5a) Check mask stowage detail per 25-21-09.

R (6) Raise forward end of outboard PSM partially upward (engaging side restraints in track).

(7) Connect hose to cool air valves.

(8) Position module shear pins in tracks (Ref. Fig. 401).

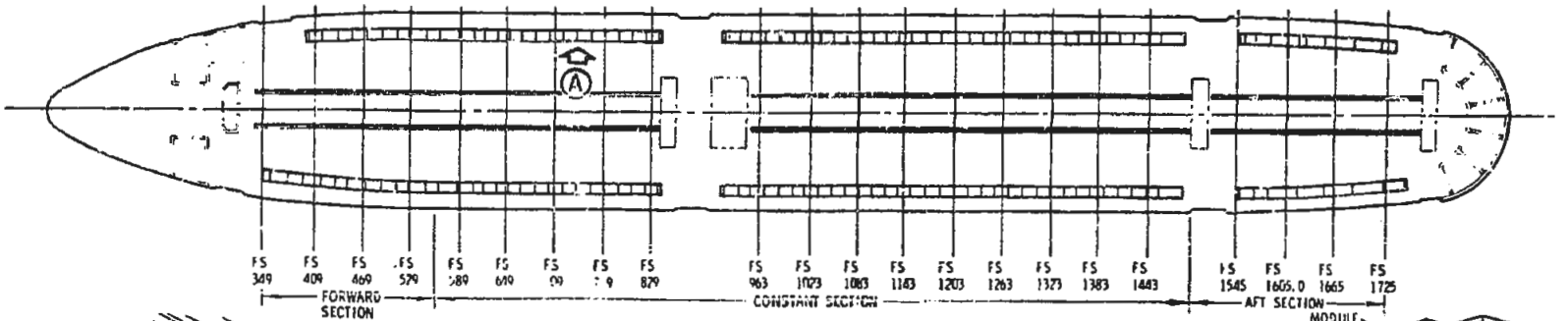
(9) Unlock module shear pins release knobs from detents, and lock shear pins in tracks.

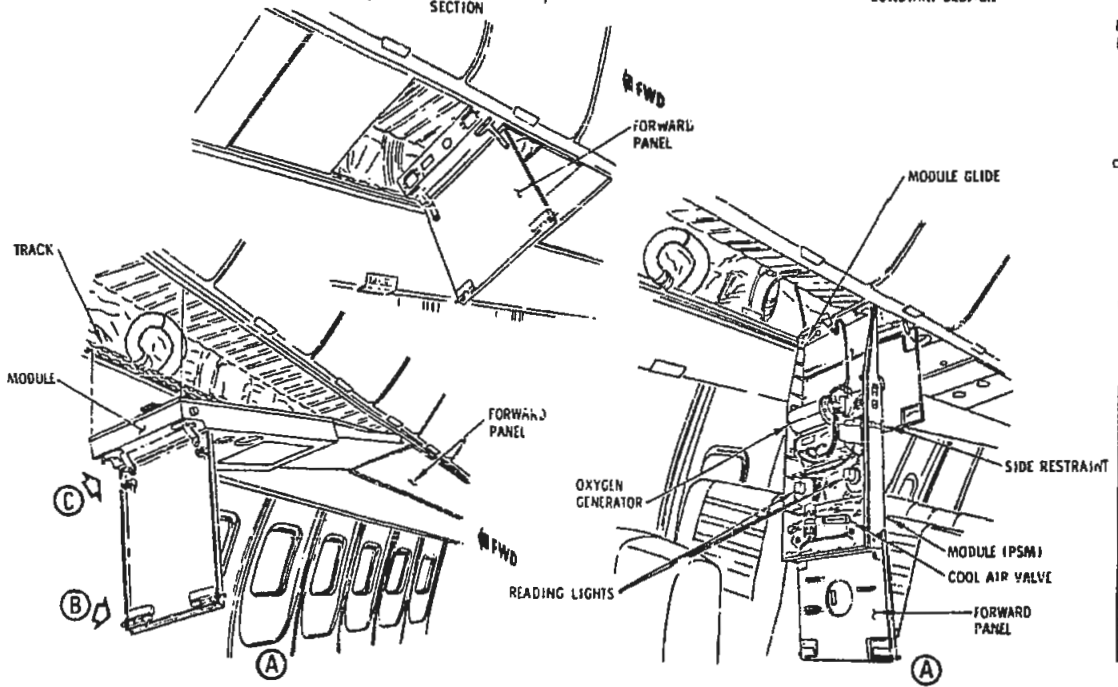
(10) Hinge forward panel upward.

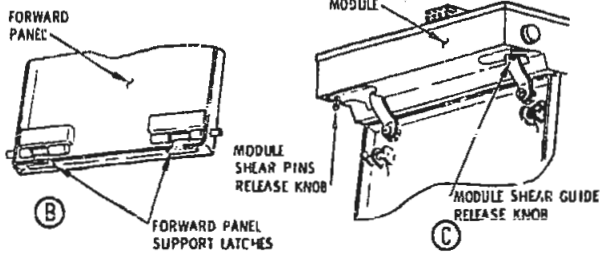
R (11) Retract and release forward panel support latches (spring-loaded open) to lock panel in position. Repeat at next aft PSM forward panel.

R (12) Remove tags and close circuit breakers opened in Step 3A(1).

CR (13) Perform oxygen system BITE test (Ref. to 25-22-03
C Config. 2).







LOCATION POINTS FOR SHEAR PIN INSTALLATION

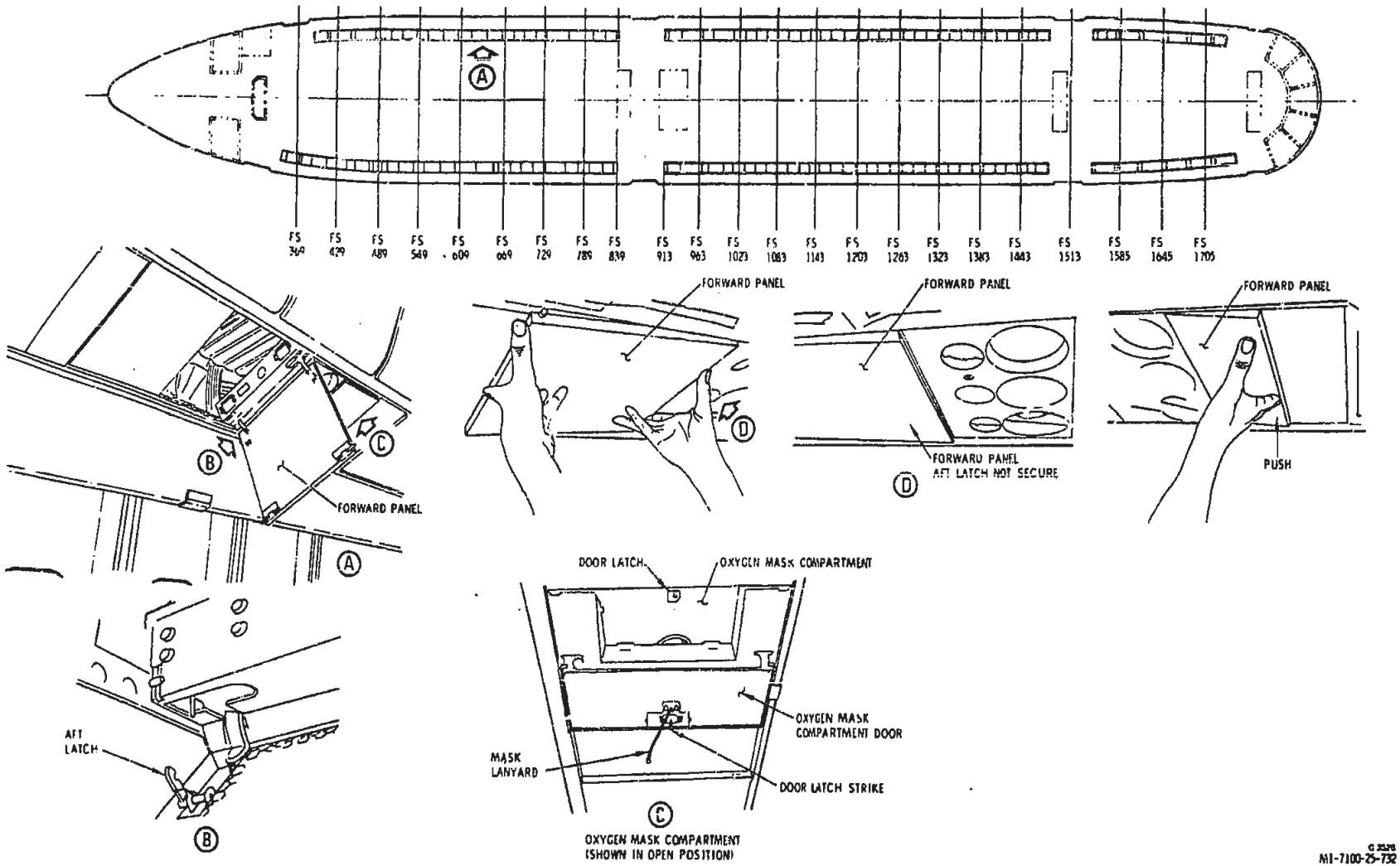
OUTBOARD P.S.M.'S					
FORWARD SECTION		CONSTANT SECTION		AFT SECTION	
LEFT SIDE	RIGHT SIDE	LEFT AND RIGHT SIDES		LEFT SIDE	RIGHT SIDE
353.2		552	1045	1584	1547
392.4		612	1079	1616.8	1582
432.0	437.2	646	1113	1651.5	1617.2
472.5	472.1	680	1147	1685.2	1652.0
512.2	512.0	714	1181	1717.7	1686
		748	1215		1718.7
		782	1249		
		816	1283		
		915	1317		
		447	1351		
		979	1385		
		1013	1419		
			1450		

AI-7100-25-730

Passenger Service Outboard Overhead Module
Removal and Installation
Figure 401 (Sheet 1)

EFFECTIVITY: 001-014 WITHOUT SB25-115

001B



M1-7100-25-732

Passenger Service Outboard Overhead Module
Removal and Installation
Figure 401 (Sheet 2)

RR EFFECTIVITY: 001-014 WITHOUT SB25-115

PASSENGER SERVICE OUTBOARD OVERHEAD MODULE REMOVAL AND INSTALLATION

1. General

R The passenger service outboard overhead modules (outboard PSM)
R located in zones 220 through 270. All outboard PSM are removed and installed identically (Ref. Fig. 401). The location points for shear pin installation are shown on Figure 402.

2. Referenced Procedure

35-21-00 Passenger Oxygen System BITE Test - Adjustment and Test

3. Removal/Installation

A. Removal

R (1) On galley left circuit breaker panel, zone 130, open
R and tag following circuit breakers:

GALLEY AC BUS 2 - POWER - PASS SERV MDL

1 (F7)

2 (F8)

3 (F9)

GALLEY AC BUS 3 - POWER - PASS SERV MDL

4 (F2)

5 (F3)

6 (F4)

7 (F5)

8 (F6)

On galley right circuit breaker panel, zone 130, open and tag circuit breaker PASS. SERV BUS 3R - POWER SUPPLY - MULTIPLEXED PASS SERVICE (E4).

On Flight Engineer/Second Officers overhead circuit breaker panel CB2, zone 215, open and tag the following circuit breakers:

PASSENGER ENTERTAINMENT - MULTIPLEX SYSTEM

CC 2,3 (D10)

CC 1,4 (D11)

PASSENGER SERVICE - HOST ADVSY IND (C8)

On pilots overhead circuit breaker panel CB1, zone 210, open and tag following PASS. OXYGEN circuit breakers:

NORMAL - MASK (J15)

NORMAL - GEN (J16)

OVERRIDE - MASK (J17)

OVERRIDE - GEN (J18)

(2) Retract forward panel support latches (spring-loaded to extend position).

(3) Pull forward panel slightly forward against spring pressure, and lower forward panel.

(4) Repeat Steps 3A(2) and 3A(3) for forward panel aft of outboard PSM being serviced.

(5) Detach module lanyard spring clip from space bar, or from bolt and spacer.

NOTE: The spring clip is attached to space bar at most locations. Some outboard PSM have their spring clip attached to bolt and spacer that secure module inboard and outboard tracks to passenger service outboard (sidewall) overhead stowage module.

R (6) Rotate lock-washers at each end of space bar assembly to fully disengage from module tracks (required during configuration change only).

(7) Retract end fitting at each end of space bar assembly inward to permit release of end fittings from module tracks (required during PSM configuration change only).

NOTE: End fittings are spring loaded outwardly from each other to engage module tracks.

(8) Support forward end of outboard PSM.

(9) Retract and lock module shear pins release knobs in detents.

(10) Release module shear pins from tracks and hinge outboard PSM partially downward.

(11) Disconnect hose to cool air valves.

(12) Lower outboard PSM to a vertical position, and support outboard PSM.

(13) Disconnect electrical connector from outboard PSM.

(14) Move outboard PSM approximately one-half inch forward, and retract and lock module glide release knobs in detents.

R (15) Remove outboard PSM from tracks and aircraft.

B. Installation

(1) Verify circuit breakers opened in Step 3A(1) are open and tagged.

(2) Position module glides in tracks.

(3) Move outboard PSM approximately one-half inch aft.

(4) Unlock module glides release knobs from detents to extend and lock module glide in track.

(5) Connect electrical connector to outboard PSM.

C NOTE: Check mask stowage detail per 35-21-09.

(6) Raise forward end of outboard PSM partially upward, engaging side restraint in track.

(7) Connect hose to module cool air valves.

(8) Position module shear pins in tracks.

(9) Unlock module shear pins release knobs from detents, and lock shear pins in tracks.

(10) Install space bar assembly between module tracks (required during PSM configuration change only)

R R NOTE: A space bar assembly is located between tracks approximately 1.5 inches forward of module shear pins.

(11) R Rotate lock-washers at each end of space bar assembly until indexed into tracks (required during PSM configuration change only).

(12) Attach module lanyard spring clip to space bar, or to bolt and spacer.

R (13) Hinge forward panel upward.

R (14) Retract and release forward panel support latches (spring-loaded open) to lock panel in position (repeat at next aft PSM panel).

(15) Remove tags and close circuit breakers opened in Step 3A(1).

C (16) Perform oxygen system BITE test as follows.

C C. Oxygen System Test

C C C (1) On the Pilot's Overhead Circuit Breaker Panel (C6I), verify that the following circuit breakers are engaged (pushed in).

C (a) Passenger Oxygen Normal Mask (J15)

C (b) Passenger Oxygen Override Mask (J17)

C (c) Passenger Oxygen Normal Gen (J16)

C (d) Passenger Oxygen Override Gen (J18)

C C C C C C C C C C C C C CAUTION: THE "MANUAL" TEST SWITCH ON THE PASSENGER OXYGEN CONTROLLER FRONT PANEL IS NOT SAFETIED. THEREFORE EXTREME CARE MUST BE TAKEN NOT TO INADVERTENTLY PRESS THE SWITCH. IF THE SWITCH IS DEPRESSED, ALL PASSENGER OXYGEN GENERATORS WILL IGNITE AND THE OXYGEN MASKS WILL DROP, ONCE THE GENERATORS IGNITE, THERE IS NO WAY TO STOP THEM. IT COSTS APPROXIMATELY 15,000 DOLLARS TO REPLACE THE OXYGEN MASKS AND GENERATORS.

C C (2) Verify that the guard on the MANUAL switch is down and the switch is covered.

C C C (3) Release the PASSENGER OXYGEN controller and slide the chassis out of the rack enough to gain access to the test panel on top of the chassis. The panel light at

C the top of the chassis is used for illumination and is
C not needed for the test.

C (4) Place the PATH SELECT switch to Position 1.

C CAUTION: DO NOT LEAVE THE SYSTEM TEST SWITCH IN TEST
C POSITION FOR LONGER THAN 15 MINUTES.

C (5) Raise the guard on the SYSTEM TEST switch and place the
C switch to the TEST position. After approximately 15
C seconds the LATCHES and OXYGEN indicator lights on the
C controller should come on.

C NOTE: The cycling of the SEQUENCE TIMER can be heard by
C standing forward of the right galley lift. Verify
C that the sequence timer switch is not still cycling
C after approximately 15 seconds. If the timer cycles
C continuously, place the SYSTEM TEST switch in NOR and
C determine cause of continuous cycling. The position
C of the SYSTEM TEST switch or PATH SELECT switch
C should not be changed until its cycle is completed
C and the LATCHES and OXYGEN lights come on (unless the
C switch is continuously cycling).

C (6) If the LATCHES and OXYGEN lights come on, proceed
C directly to next step. If either light does not come
C on, proceed to Step (16), Alternate Test Procedure,
C 35-21-00.

C NOTE: SYSTEM TEST switch must remain in TEST position until
C so indicated. LATCHES and OXYGEN lights should
C remain on until so indicated.

C (7) Hold LATCH POWER switch in RELAY 1 position. Verify
C that LATCH POWER light comes on. Release switch and
C verify that LATCH POWER light goes out.

C (8) Hold LATCH POWER switch in RELAY 2 position. Verify
C that LATCH POWER light comes on. Release switch and
C verify that LATCH POWER light goes out.

C (9) Hold OXYGEN POWER switch in RELAY 1 position. Verify
C that OXYGEN POWER light comes on. Release switch and
C verify that OXYGEN POWER light goes out.

C (10) Hold OXYGEN POWER switch in RELAY 2 position. Verify
C that OXYGEN POWER light comes on. Release switch and
C verify that OXYGEN POWER light goes out. (11) Place
C SYSTEM TEST switch in NOR position. Verify that
C LATCHES and OXYGEN light go off.

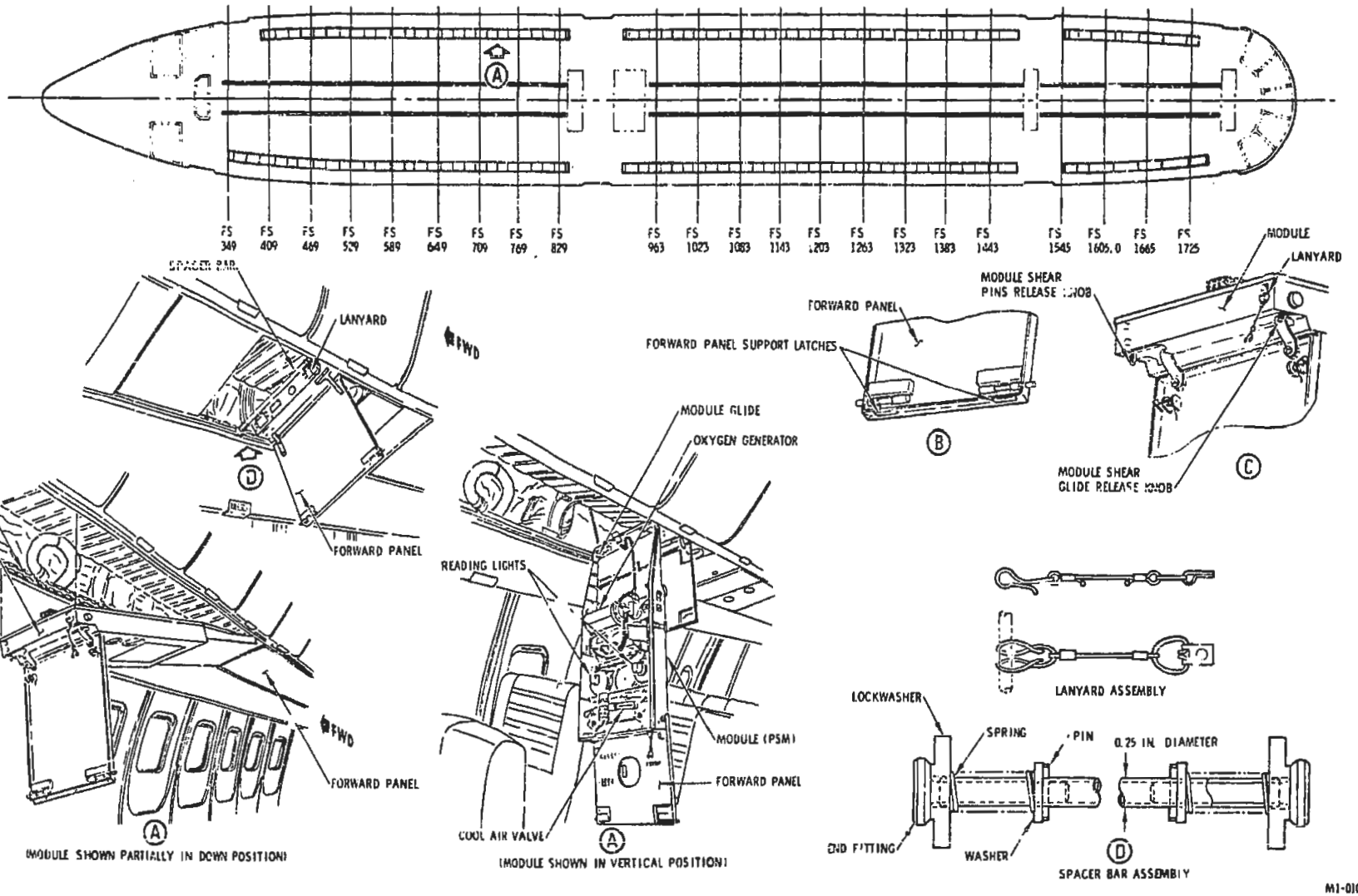
C (12) Wait 15 minutes before continuing test so as to allow
C the Oxygen Sequence Timer to cool.

C (13) Place the PATH SELECT switch in Position 2.

C (14) Repeat Steps (5) through (11) inclusive.

C (15) Slide Passenger Oxygen Controller chassis into its
C rack. Secure unit.

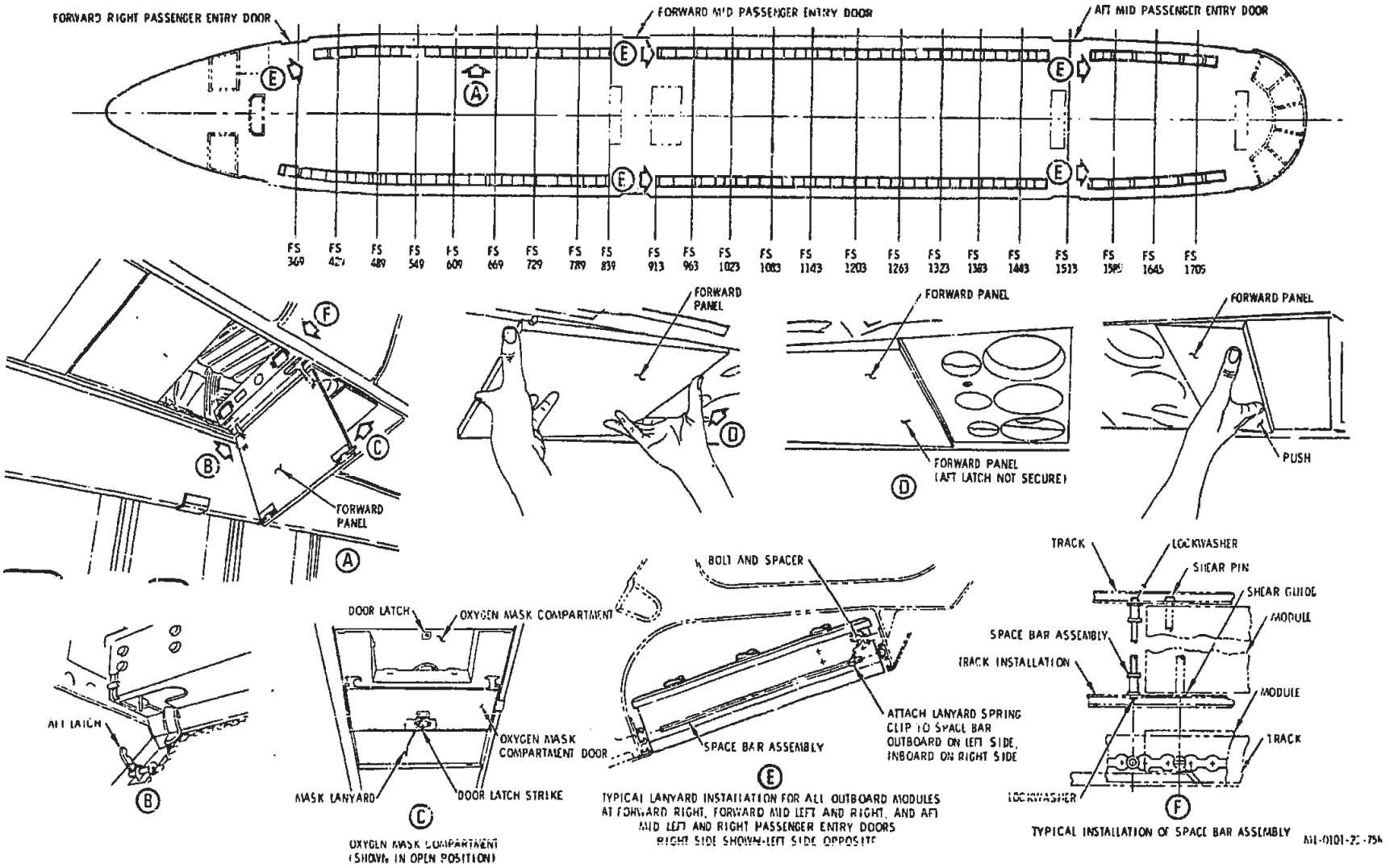
C (16) Turn off electrical power if no longer needed.



Passenger Service Outboard Overhead Module
Removal and Installation
Figure 401 (Sheet 1)

R R EFFECTIVITY: 001-014 WITH SB25-115, AND 015-999

002B



Passenger Service Outboard Overhead Module
Removal and Installation
Figure 401 (Sheet 2)

R
R EFFECTIVITY: 001-014 WITH SB25-115, AND 015-999

002B

LOCATION POINTS FOR SHEAR PIN INSTALLATION

OUTBOARD P.S.M.'S					
FORWARD SECTION		CONSTANT SECTION		AFT SECTION	
LEFT SIDE	RIGHT SIDE	LEFT AND RIGHT SIDES		LEFT SIDE	RIGHT SIDE
353.2			1055	1546	1546
391	391.5		1091	1580	1580
429	424.3		1127	1614.8	1613.0
467	462.1	672	1163	1651.6	1652.0
505	501.1	708	1199	1684.3	1685.9
543	539	744	1235	1717.7	1718.7
581	577	780	1271		
619	615	816	1307		
		914	1343		
		947	1379		
		982	1415		
		1019	1450		

M1-0001-25-1008

C C Passenger Service Outboard Overhead Module Shear Pin Location
Figure 402

R R EFFECTIVITY: 001-014 WITH SB25-115, AND 015-031

LOCATION POINTS FOR SHEAR PIN INSTALLATION

OUTBOARD P.S.M.'S					
FORWARD SECTION		CONSTANT SECTION		AFT SECTION	
LEFT SIDE	RIGHT SIDE	LEFT AND RIGHT SIDES		LEFT SIDE	RIGHT SIDE
345.2			1093	1549	1547
384.6	382.6		1127	1582	1585.1
423.1	425.3		1161	1616.6	1618.3
462.7	463.1		1195	1650.5	1652
503.2	503		1229	1684.1	1685.9
543	543		1263	1717.6	1718.7
610	610		1286		
644	644	956(L)	1325		
678	678	958(R)	1362		
712	712	991	1394		
746	746	1025	1428		
780	780	1059	1458		
816	816				

M1-CJ00-25-2844

R Passenger Service Outboard Overhead Module - Removal and
R Installation
R Figure 402

R EFFECTIVITY: 032-999
R

CR

PASSENGER SERVICE MODULE - APPROVED REPAIRS

CR 1. Passenger Service Module (PSM) Repair Method

CR A. PSM shell surface cracks and discoloration may be repaired in overhaul shops or inplace on board the aircraft. A thin metal, self-adhesive, color-matching overlay covers repairs and discoloration. This method is to be used where minor cracks or local failures do not require replacement of the entire PSM shell. General repair instructions and parts list are as follows:

CR B. Repair Instructions

CR To repair the PSU module when cracks have occurred in the shell:

CR (1) A thin aluminum doubler, coated with matching epoxy paint is lined with a pressure sensitive adhesive. Remove the protective paper back and apply the doubler directly to the PSU shell as follows: (accomplish in place or as shop repair).

CR (2) Remove any dirt or nicotine with approved cleaners (50-1134). To ensure freedom from a soap film wipe the surface with isopropyl alcohol (50-0143) and allow to dry.

CR (3) Check the large doubler, P/N G01760-1, to ensure that small cabin light hole in the doubler matches the PSU. Add matching holes as needed.

CR (4) Remove the protective paper backing from the doubler.

CR NOTE: Once the backing is removed, the doubler will stick wherever it contacts the shell, therefore exercise caution in bringing it into position.

CR (5) Align the edge of the doubler closest to the oxygen door with the edge of the PSU (The slope of the doubler will line up with the shell). Apply light finger pressure to the sloped surface; next around the near side of the oxygen door opening. The far end around the light and air holes will now be in place. Apply light pressure all around the holes.

CR (6) When all surfaces are aligned, apply final pressure all over using roller or similar tool.

CR (7) Place a film of anerobic adhesive (50-0722) Permabond
CR 910 to drain down the vertical surface interface of the
CR doubler and shell facing the aisle side. Repeat on the
CR window side surfaces.

CR NOTE: Use a similar process to install G01760-2 oxygen
CR door doubler, and G01760-4/-5 light hole cover
CR as required for repair of cracks.

CR C. Required Parts - Outboard PSMs

	Description	Mfg P/N	TWA Stk Nbr
(1)	Facing Sheet - PSM Repair	G01760-1	86-3102
(2)	Facing Sheet - PSU Oxygen Door	G01760-2	86-3103
(3)	Facing Repair - Large Light	G01760-3	--
(4)	Facing Repair - Small Light	G01760-4	86-3104
(5)	Cleaner - Interior	815MX	50-1134
(6)	Isopropyl Alcohol	MIL-F-5556	50-0143
(7)	Adhesive	910	50-0722

CR D. Complete or partial overlays may be accomplished as required
CR for individual shell condition. The addition of the P/N
CR G01760-1 Facing sheet does result in a structurally stronger
CR shell due to the metal facing. Therefore, this method of
CR repair may also be used as a preventative measure to reduce
CR PSM replacements.

PASSENGER COMPARTMENT STOWAGE - DESCRIPTION AND OPERATION

1. General

The passenger compartment stowage facilities consist of:

Forward coat closet and stowage unit

Overhead coat stowage modules

Retractable coat rack mechanism assembly

Floor-mounted stowage units

Outboard overhead stowage modules

Miscellaneous stowage space

2. Forward Coat Closet and Storage Unit

A. Description

The forward coat closet and stowage unit (Ref. Fig. 1) is located in zone 224 (Ref. 25-00-00, Fig. 3).

The coat closet wall and door panels are constructed of honeycomb core material. Fire-resistant glass fabric is
R bonded to each side. On aircraft 001-031,
R a layer of decorative Tedlar is laminated to the exposed
R sides.

R On aircraft 032-999,
R a layer of decorative plastic sheet of canvas texture is
R laminated to the exposed sides.

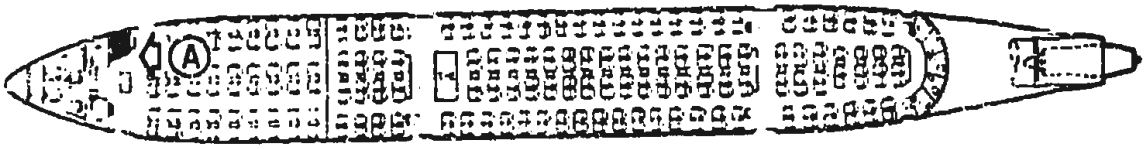
Stowage space is located above the coat closet hanger rod. Two doors provide access to the unit.

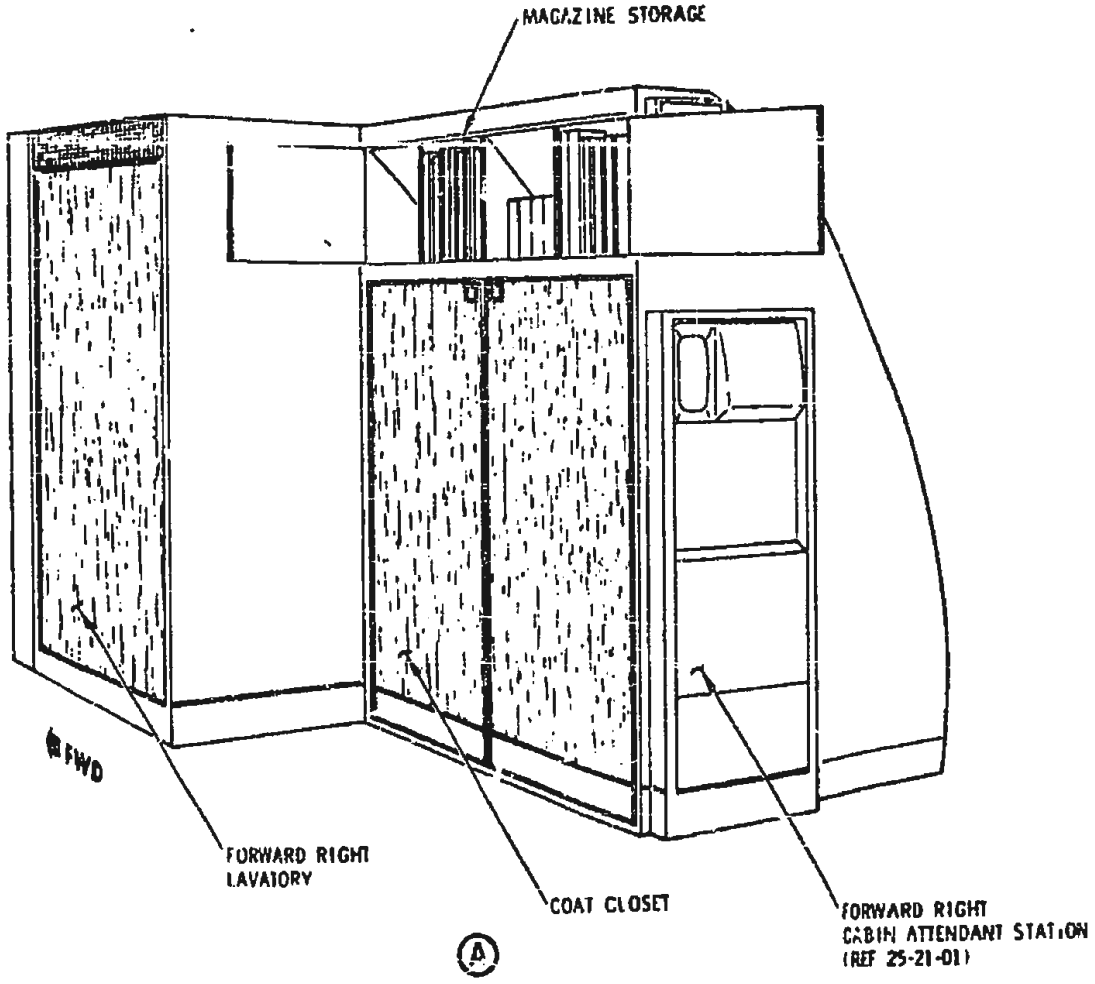
3. Overhead Coat Stowage Module

A. Description

The overhead coat stowage modules (Ref. Fig. 2) are located in zones 240, 260, and 270.

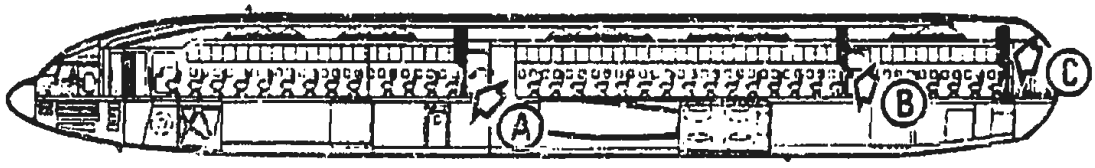
The coat stowage module wall panels are made of honeycomb core material. Fire-resistant glass fabric is bonded to
R each side. On aircraft 001-031,

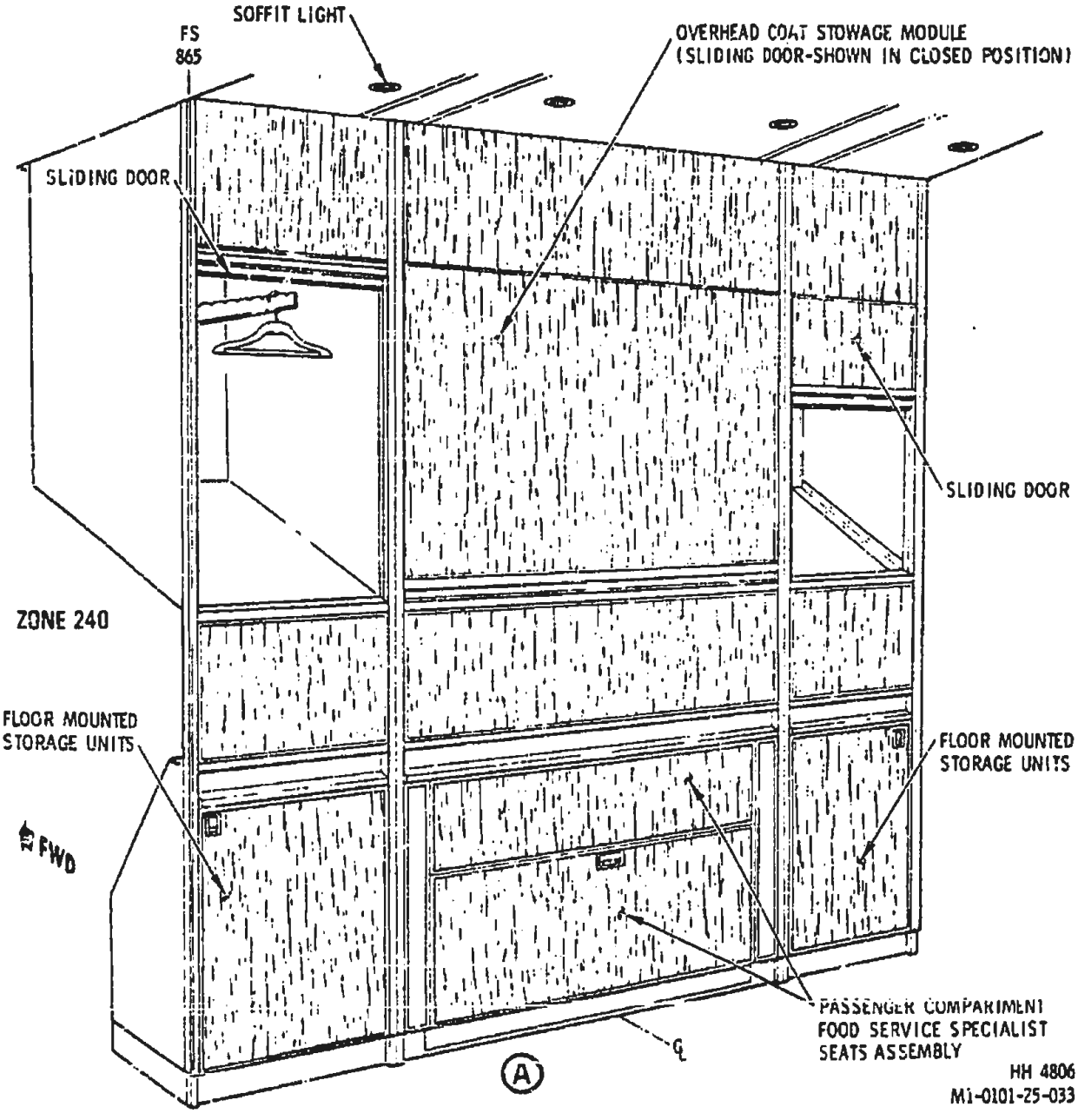




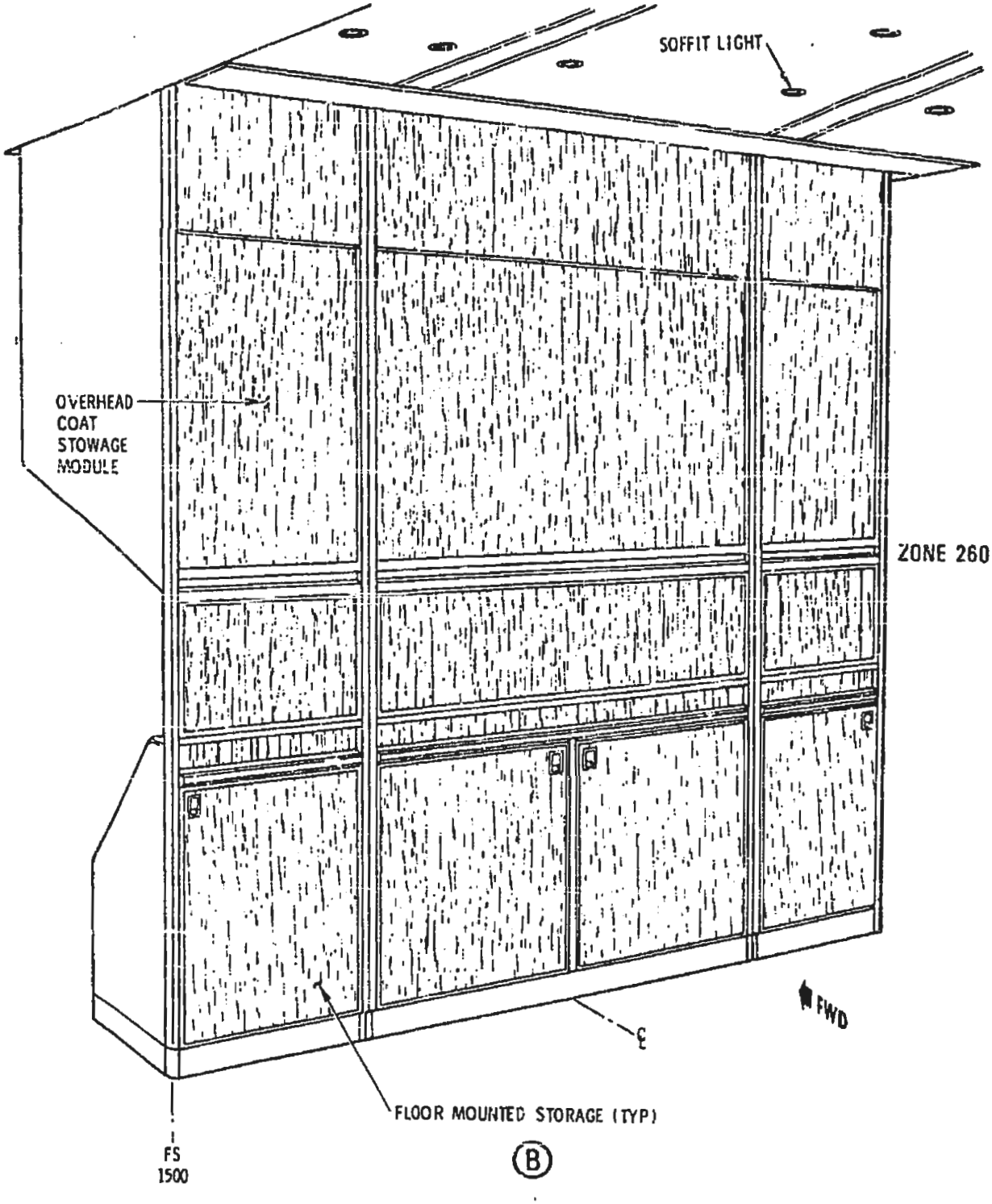
HH 4065
M1-A00-25-031

Forward Coat Closet and Stowage Unit
Figure 1





Overhead Coat Stowage Module
Figure 2 (Sheet 1)



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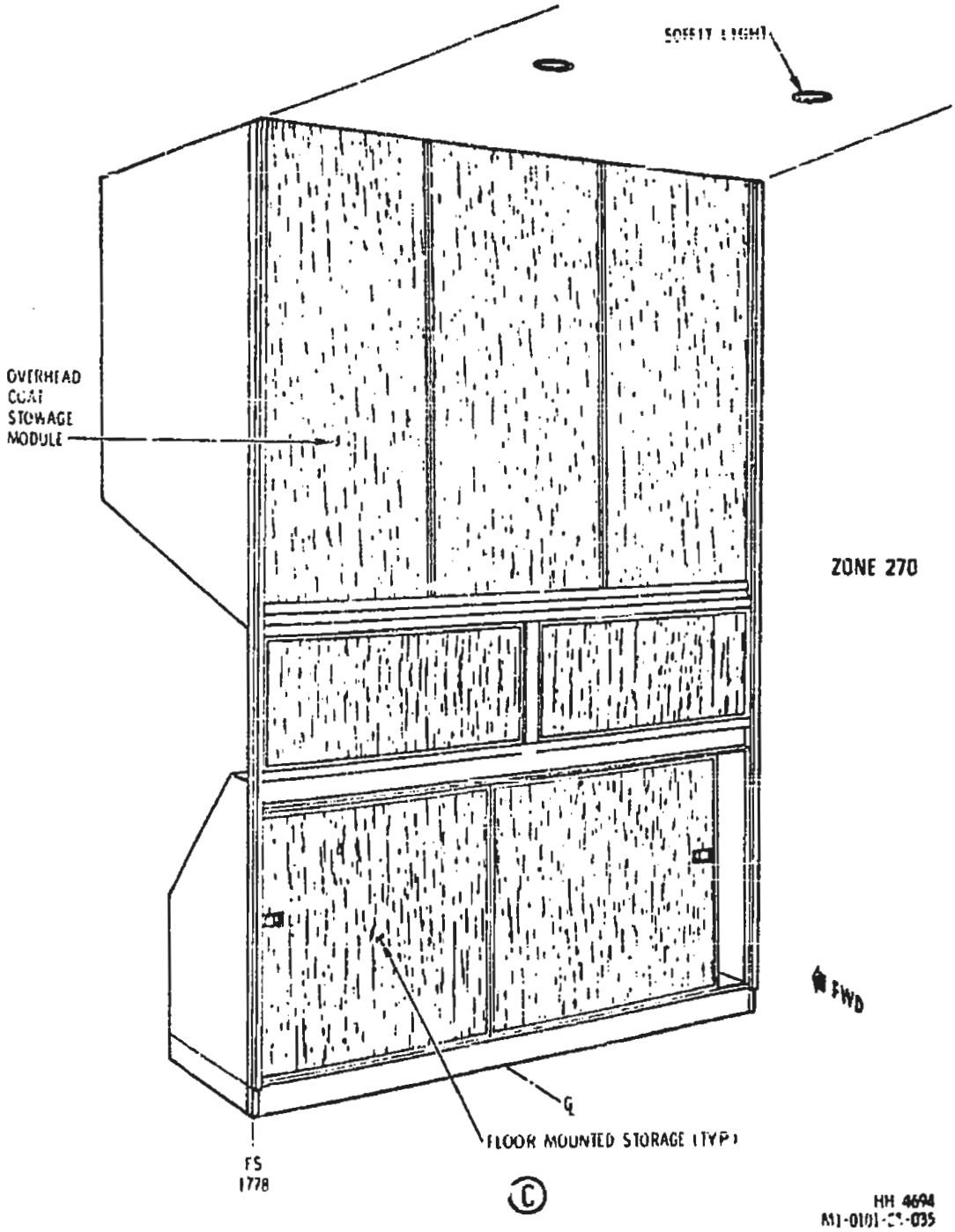
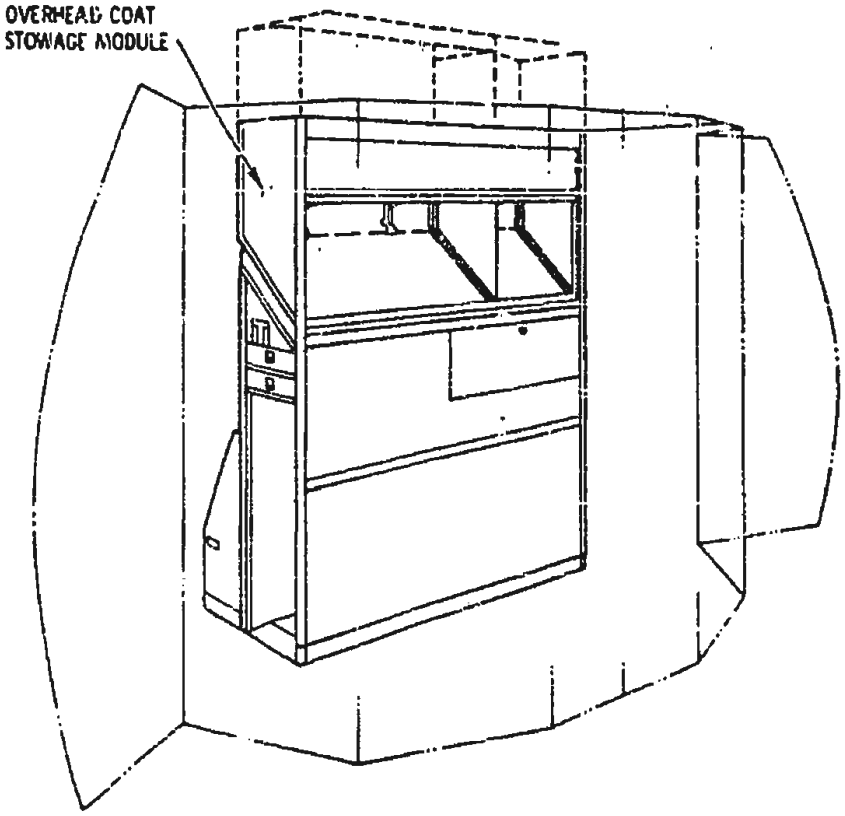
M1-0101-25-034

Overhead Coat Stowage Module
Figure 2 (Sheet 2)



Overhead Coat Stowage Module
Figure 2 (Sheet 3)



R
R Overhead Coat Stowage Module
Figure 2 (Sheet 3)

EFFECTIVITY: 032-999

OU1B

a layer of decorative Tedlar is laminated to the exposed sides.

R On aircraft 032-999, a layer of decorative plastic sheet (veiltex texture) is laminated to the exposed sides.

Door surfaces are made of a decorative vinyl material. The doors slide up for access.

4. Retractable Coat Rack Mechanism Assembly

A. Description

The retractable coat rack mechanism (Ref. Fig. 3) consists of:

Hanger arm

Chain assembly

Brake (manual) release handle

Electrically powered actuator with gearbox

Thermal cutout indicator/warning light

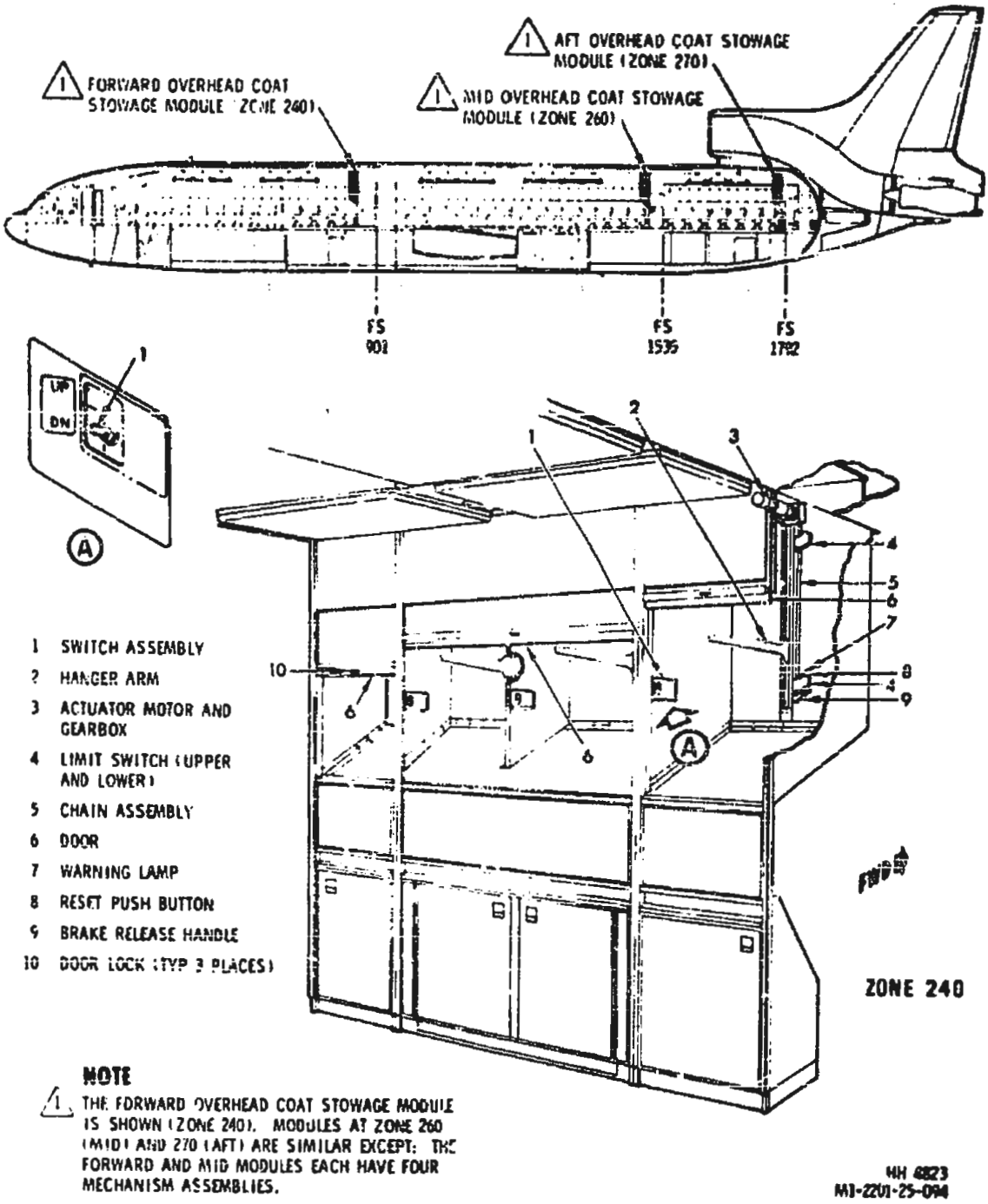
Reset switch pushbutton

Control (toggle) switch (UP-DN)

Limit switches

The actuator is mounted at the top of the retractable coat rack mechanism assembly. The actuator drives a gearbox, and a chain assembly which is connected to the mechanism attached to the hanger arm. The actuator is a three-phase, squirrel cage induction motor, and operates with 115V ac. A manually resettable thermal (trip) switch in the actuator stator assembly provides protection against an excessive temperature rise. A disc type sintered brake is mounted to the actuator. The brake coil is energized by a dc supply of electrical power obtained through a full wave rectifier bridge between line, and the star point connection of the motor. The brake is engaged when electrical power to the motor is removed.

A three-stage spur type reduction gearbox of ratio 161.94 to 1 is driven by the actuator. The output shaft of the gearbox is attached to a chain sprocket which drives the chain in the direction of the motor rotation.



NOTE

1. THE FORWARD OVERHEAD COAT STOWAGE MODULE IS SHOWN (ZONE 240). MODULES AT ZONE 260 (MID) AND 270 (AFT) ARE SIMILAR EXCEPT: THE FORWARD AND MID MODULES EACH HAVE FOUR MECHANISM ASSEMBLIES.

HH 4823
M1-22U1-25-094

Retractable Coat Rack Mechanism Assembly
Figure 3

The coat rack mechanism assembly consists primarily of an extruded aluminum rail section. The mechanism, with hanger arm attached, moves in the guide rail on four ball bearings. The up and down limit switches are built into the rail assembly to limit the mechanism travel. Electrical power is removed to the operating coil of the three-phase motor relay at each end of the stroke.

A brake release handle is located at the base of the mechanism. The motor brake can be manually released by a cable connected between the motor and handle.

A thermal cutout indicator light will be energized if the thermal (trip) switch is tripped. The light is located at the base of the mechanism. The thermal switch can be reset after the motor has cooled to normal temperature. Pressing
R the reset switch pushbutton adjacent to the light will reset the switch.

Eleven coat rack assemblies are installed in the aircraft: four each in the forward and center closets.

B. Operation

Positioning the coat rack actuator control (toggle) switch to UP or DN will energize the appropriate three-phase relay through the up position or down position limit switches (Ref. Fig. 4). The coat rack actuator motor and actuator brake coil are energized through contacts of the relay.

The actuator rotates the upper chain sprocket and permits the chain to operate the hanger arm down the guide rail. The down limit switch is opened when the hanger arm reaches the bottom position. Electrical power to the actuator is removed through contact of the relay and the actuator brake is applied.

The actuator rotates the upper chain sprocket and permits the chain to operate the hanger arm upward on the guide rail. The up limit switch is opened when the hanger arm reaches the up position. Electrical power to the actuator is removed through contacts of the relay and the actuator brake is applied.

A thermal (trip) switch is mounted inside the actuator and will close if a high temperature should occur in the actuator stator windings. Electrical power is removed to the actuator through contacts of the relay. The thermal cutout indicator light, at the base of the actuator assembly, will be energized when the actuator thermal (trip) switch is tripped. Pushing the reset pushbutton (switch),

at the base of the actuator assembly, will return the contacts of the actuator relay to their normal position.

The hanger arm can be lowered in an emergency condition by depressing the manual release handle. The brake release handle is connected by a cable to the brake release washer. Pressure on the brake is released by depressing the handle to allow hanger arm to descend. The hanger arm rate of fall can be adjusted by varying the pressure on the handle.

5. Floor-mounted Stowage Unit

A. Description

The floor-mounted stowage units (Ref. Fig. 5) are located in zones 240, 260, and 270.

The stowage units are mounted below the overhead coat stowage modules. The units are made of honeycomb core material. Fire-resistant glass fabric is bonded to each side. A layer of decorative Tedlar is laminated to the exposed sides.

6. Outboard Overhead Stowage Module

A. Description

The outboard overhead stowage module (Ref. Fig. 6) provides each passenger with space for personal articles.

The back, bottom, divider, and shelf of the module are constructed of molded fiber-glass-reinforced plastic.

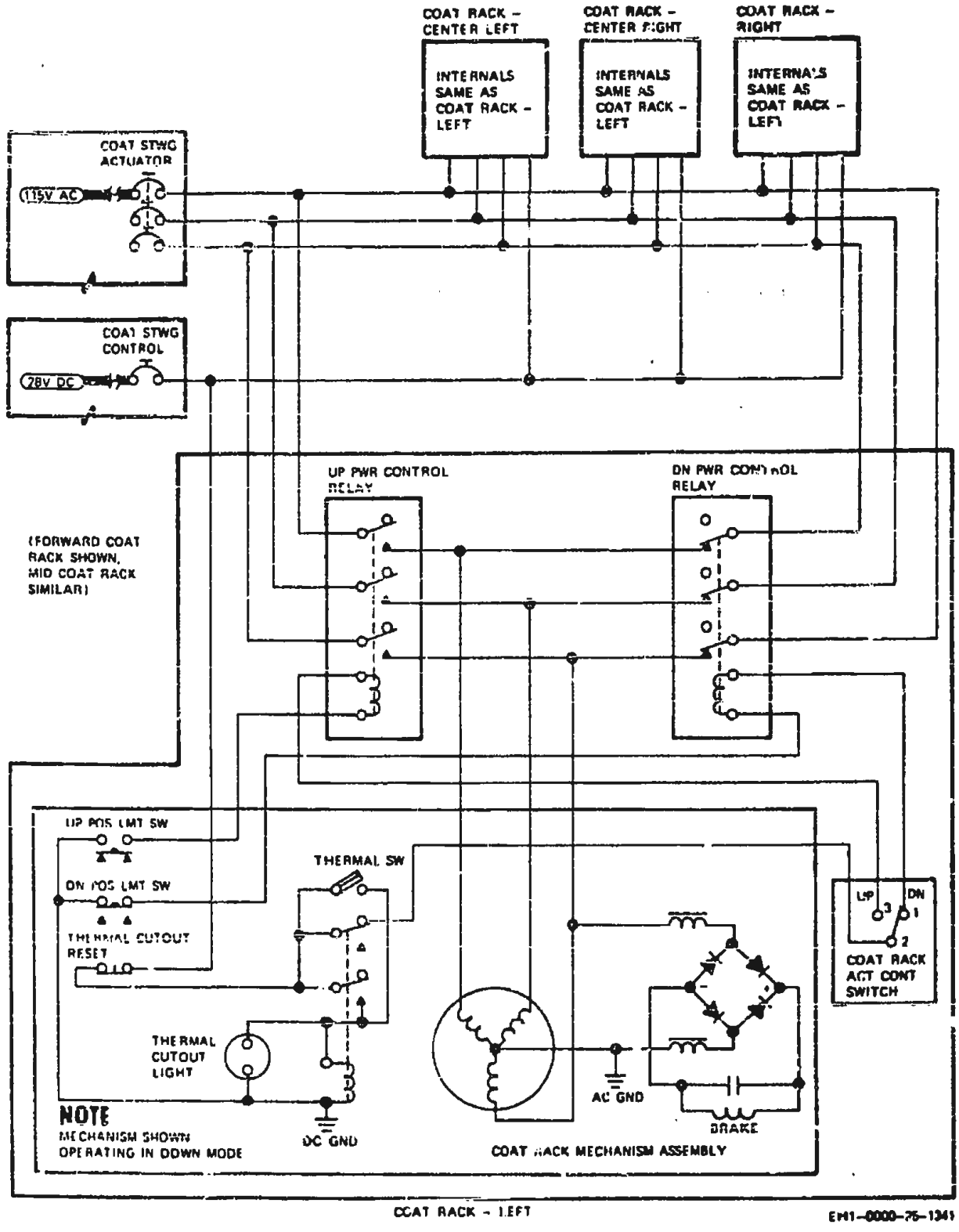
The door is made of honeycomb core material. Fire-resistant glass fabric is bonded to each side. A layer of decorative Tedlar is laminated to the glass fabric.

The door control and latch assembly consists of a mechanical actuator connected

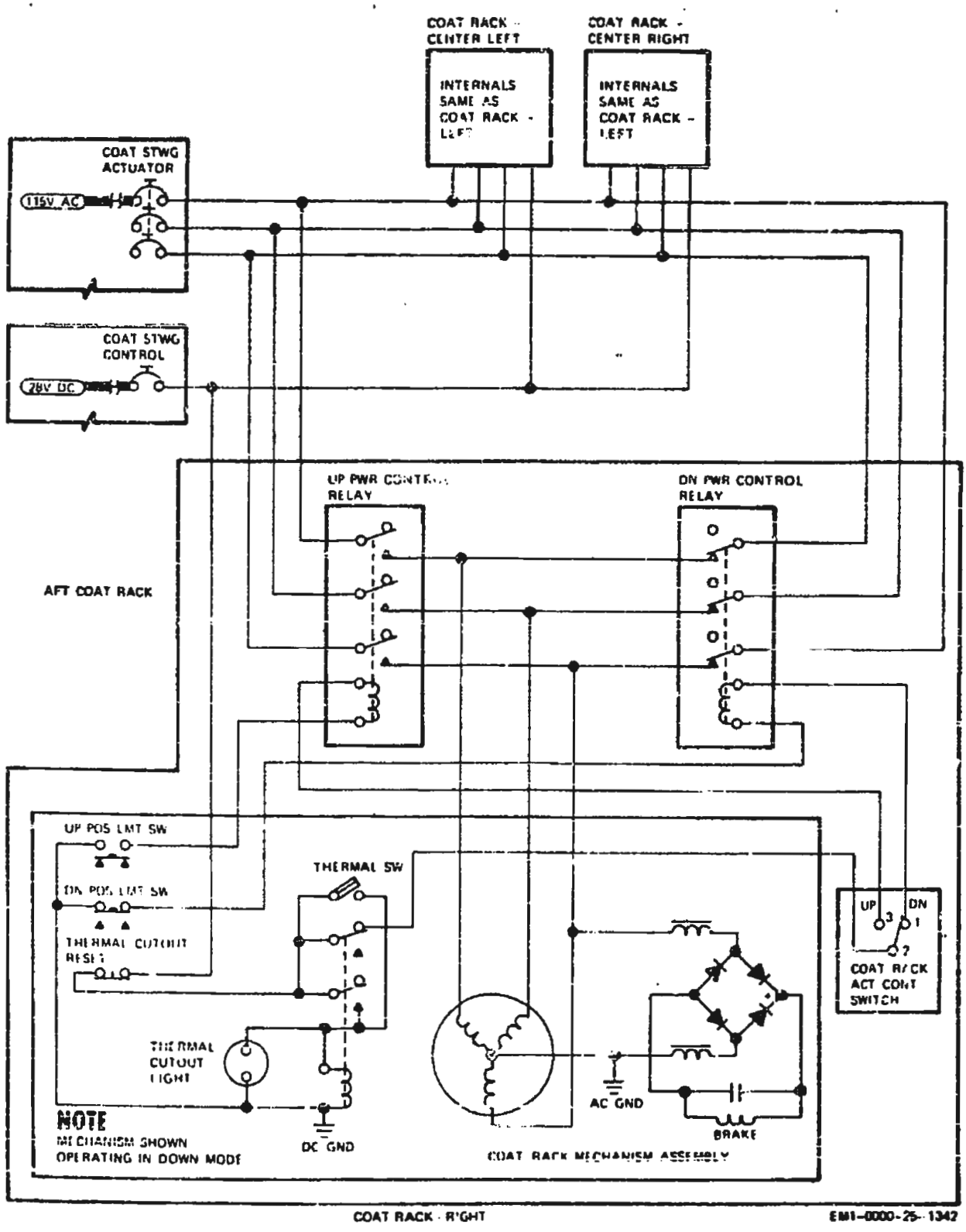
to the door.

B. Operation

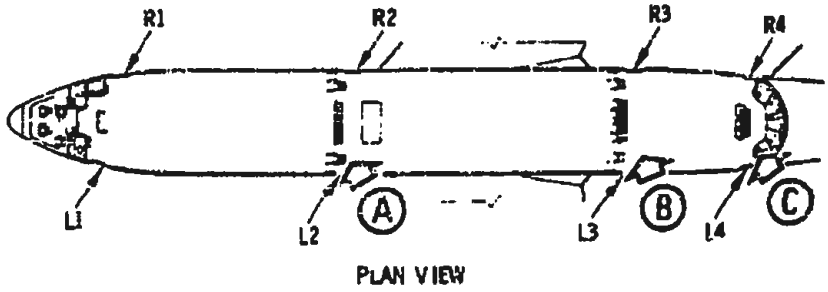
The mechanical actuator is mounted in the upper right-hand corner of the module. The door control actuator consists of an over-center spring-loaded mechanism that holds the door in the open and/or closed position. An adjustable dashpot prevents the door from closing too rapidly. The door spring latch secures the door in the closed position.



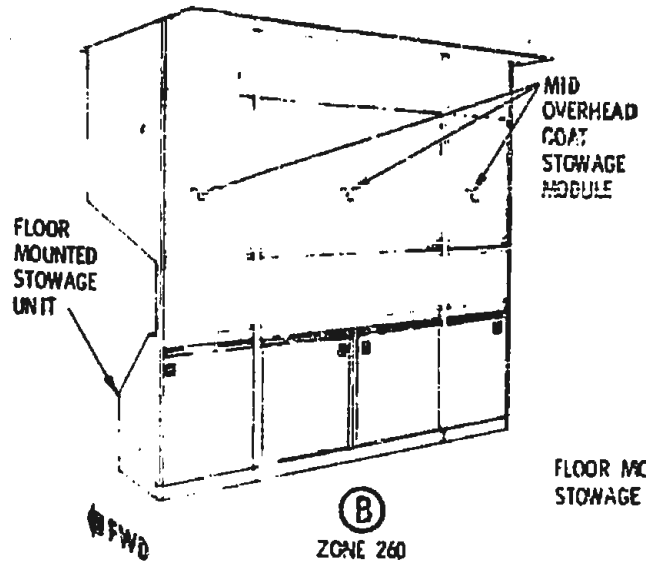
Retractable Coat Rack Mechanism Assembly Electrical Schematic
Figure 4 (Sheet 1)



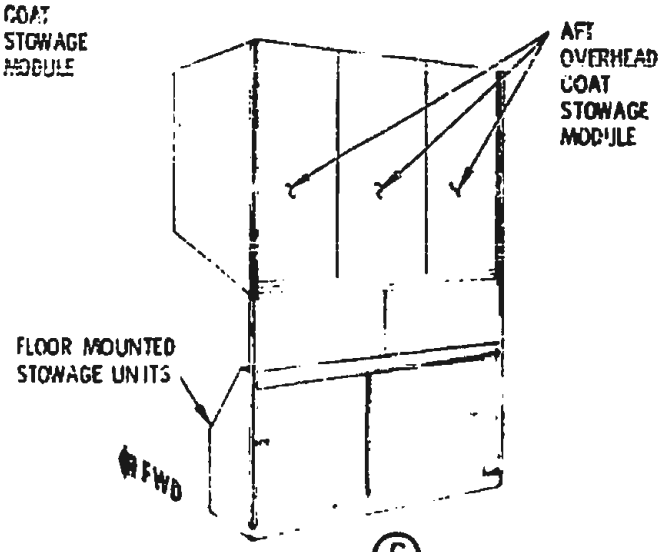
Retractable Coat Rack Mechanism Assembly Electrical Schematic
Figure 4 (Sheet 2)



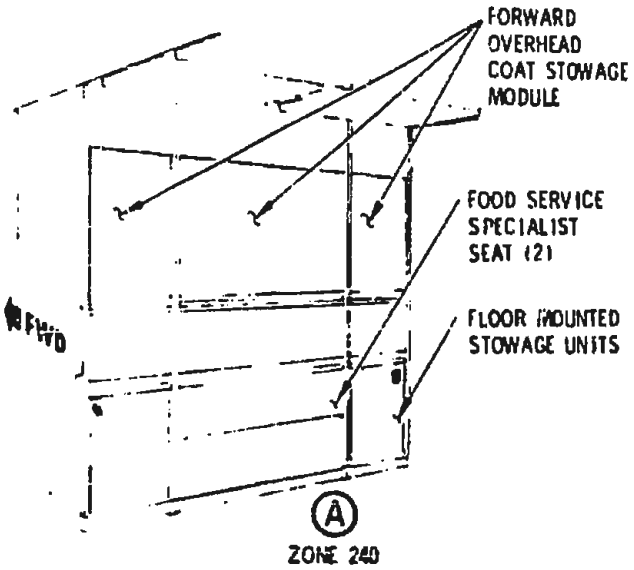
PLAN VIEW



ZONE 260



ZONE 270



ZONE 240

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RR

Floor-mounted Stowage Units
Figure 5

EFFECTIVITY: ALL

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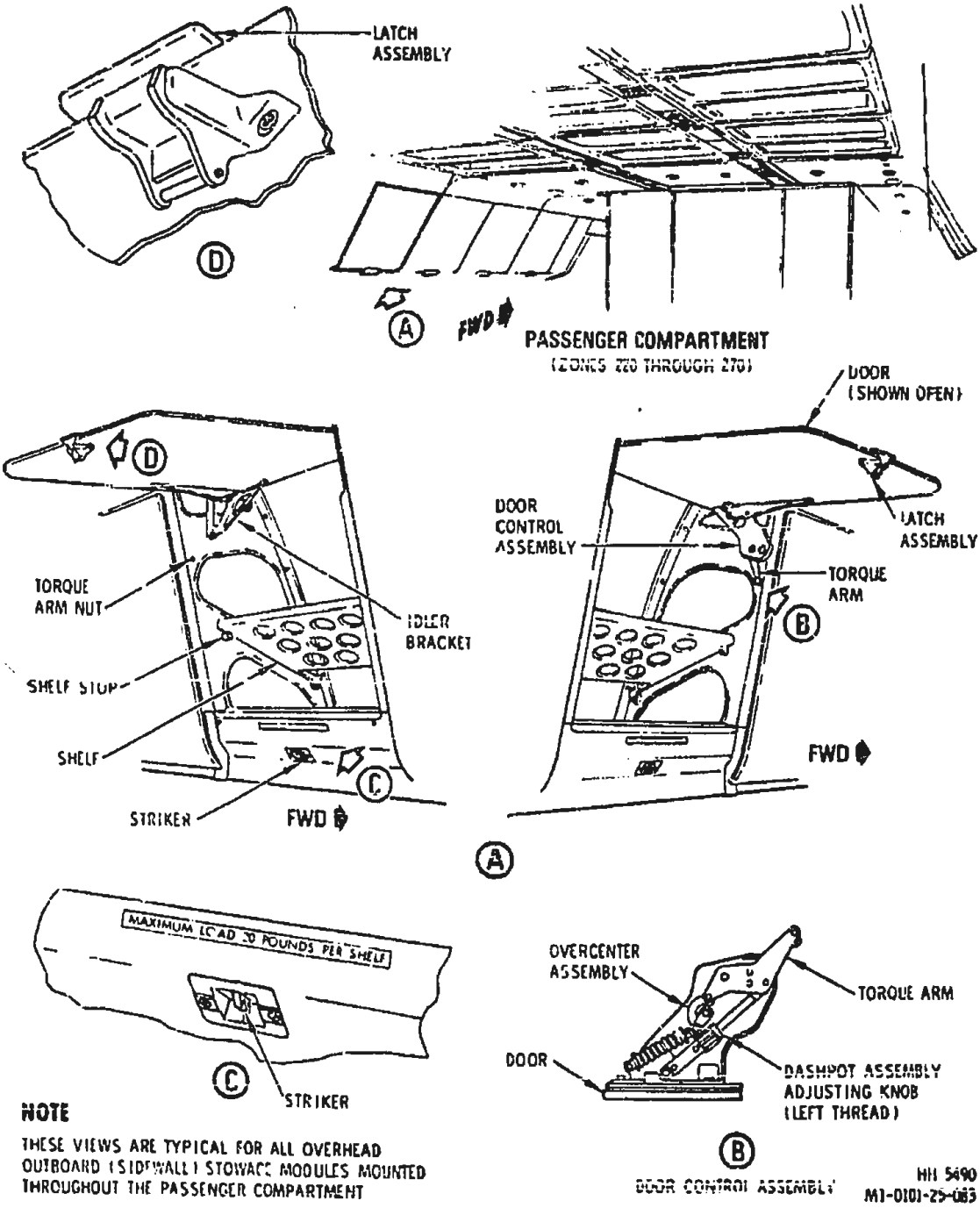


Outboard Overhead Stowage Module
Figure 6

7. Miscellaneous Stowage Space

A. Description

Miscellaneous stowage space (Ref. Fig. 7) consists of:

Literature pockets

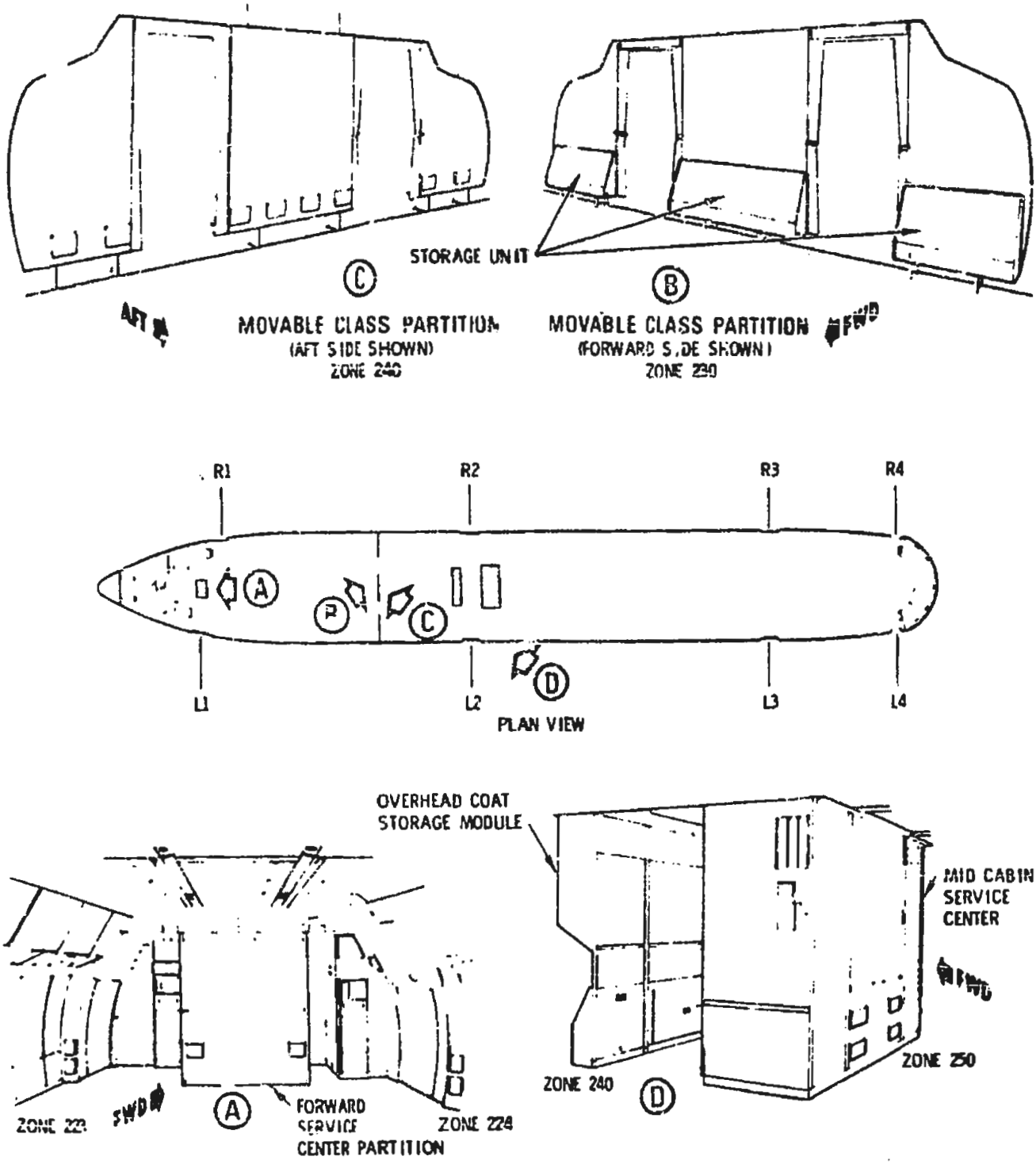
Class partition-mounted bins

Magazine racks

(1) Literature pockets are mounted on partitions and sidewalls for passengers in the front seats.

(2) Stowage bins are mounted on the forward side of the movable class partition.

(3) Magazine racks are located at both outboard ends of the mid service center.



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R R Miscellaneous Stowage Space
Figure 7

R R EFFECTIVITY: ALL

001B

R RETRACTABLE COAT RACK MECHANISM - FAULT ISOLATION

R 1. General

R The diagrams and schematics in this section can be used for fault isolation any time a fault is reported or suspected. The PREREQUISITES listed at the top of each fault isolation diagram must be satisfied prior to starting fault isolation. Uncommon abbreviations are defined on using fault code diagram or schematic.

R If the flight crew reports a trouble using a fault code number, the code number can be found in the Fault Isolation Reference Table in the Chapter 25 Fault Code Index. The index specifies the exact maintenance manual section, fault isolation diagram, and block number on the diagram where the fault isolation procedure should start. Schematics are included at the end of the section to supplement the fault code diagrams or as an aid in isolating a problem not covered on the diagrams.

R Refer to the Maintenance Manual Introduction for a more detailed discussion of the Fault Isolation Reporting Method (FIRM) and use of fault isolation diagrams/schematics.

R 2. Fault Isolation/Identification

R Table 101 lists the fault isolation diagrams and schematics in this section.

R TABLE 101

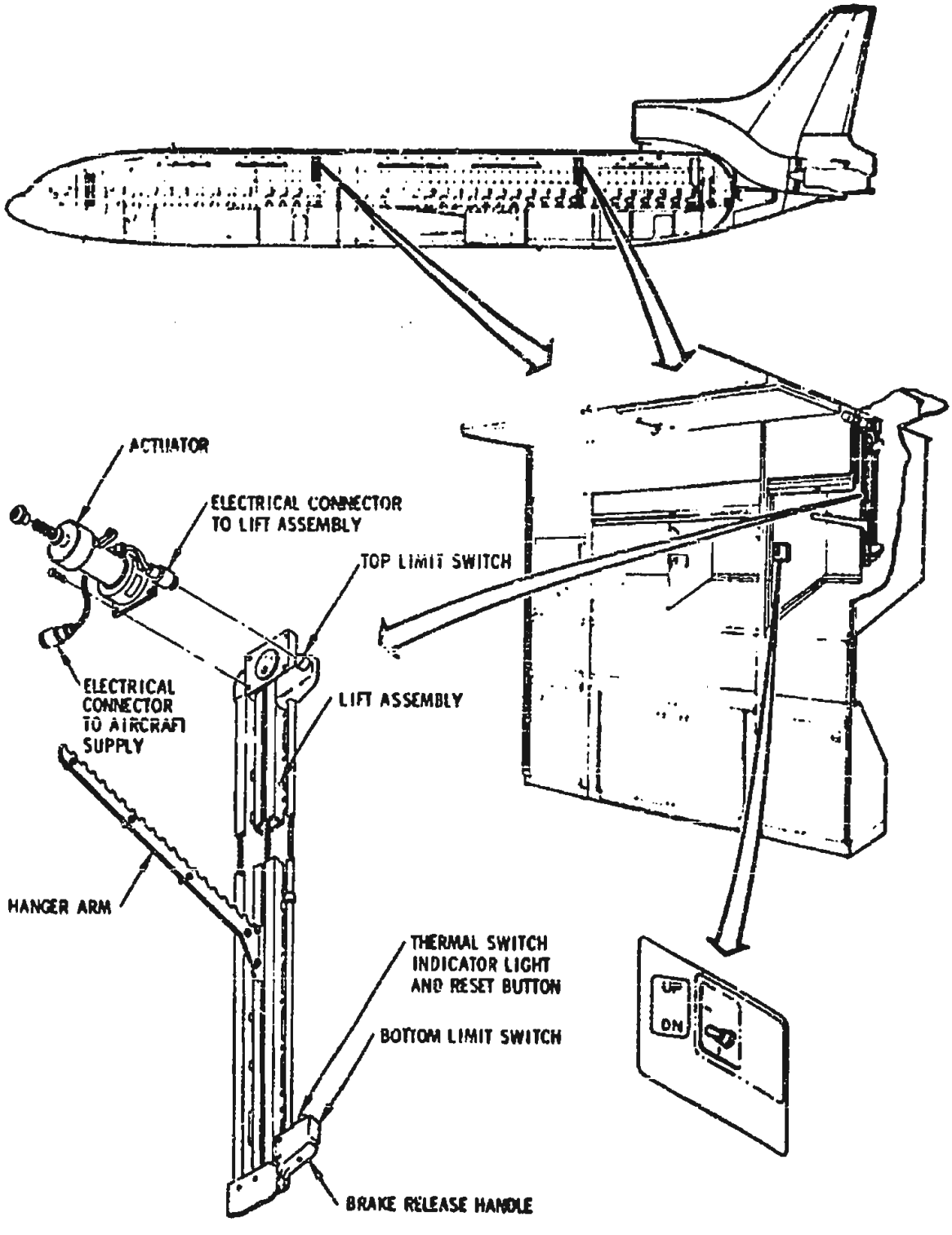
FIGURE	TITLE
101	Component Location Index
102	Component Location Diagram
103	Retractable Coat Rack Mechanism Inoperative
SCHEM 1	Retractable Coat Rack Mechanism Electrical Schematic

COMPONENT	QTY	AREA/ACCESS	REFERENCE
CIRCUIT BREAKERS			
COAT STOWAGE CONTROL – FWD	1	GALLEY RIGHT CB PANEL/ (19F) 822	–
COAT STOWAGE CONTROL – CTR	1	GALLEY RIGHT CB PANEL/ (20F) 822	•
COAT STWG ACTR – FWD	1	GALLEY LEFT CB PANEL/ (5A) 822	•
COAT STWG ACTUATOR – CTR	1	GALLEY LEFT CB PANEL/ (8A) 822	•
OVERHEAD COAT STOWAGE	2	PASSENGER COMPARTMENT	25-23-04

M1-0000-35-2251

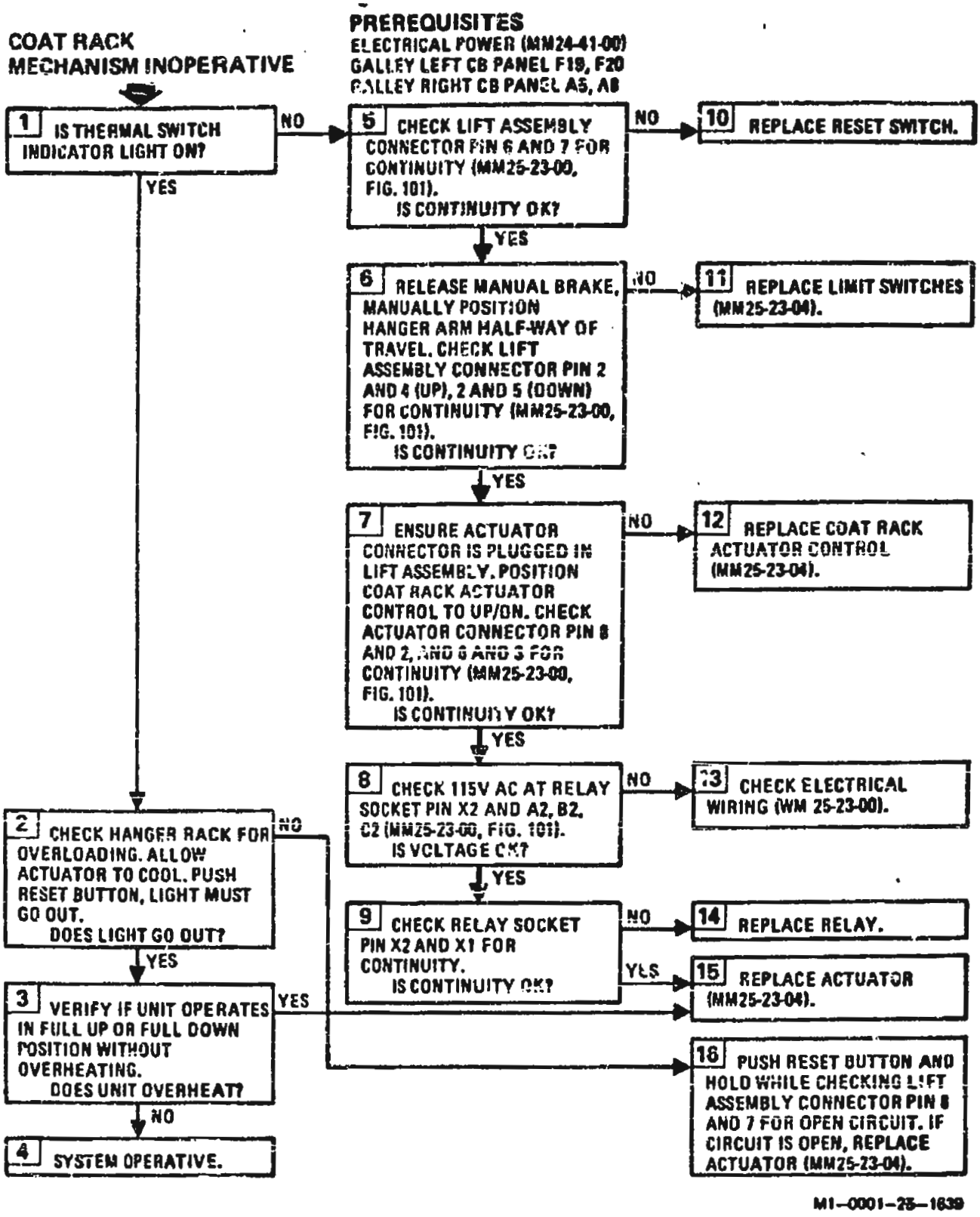
R
R Component Location Index
Figure 101

R EFFECTIVITY: ALL
R
R
001B



R R Retractable Coat Rack Mechanism Component Locator
Figure 102

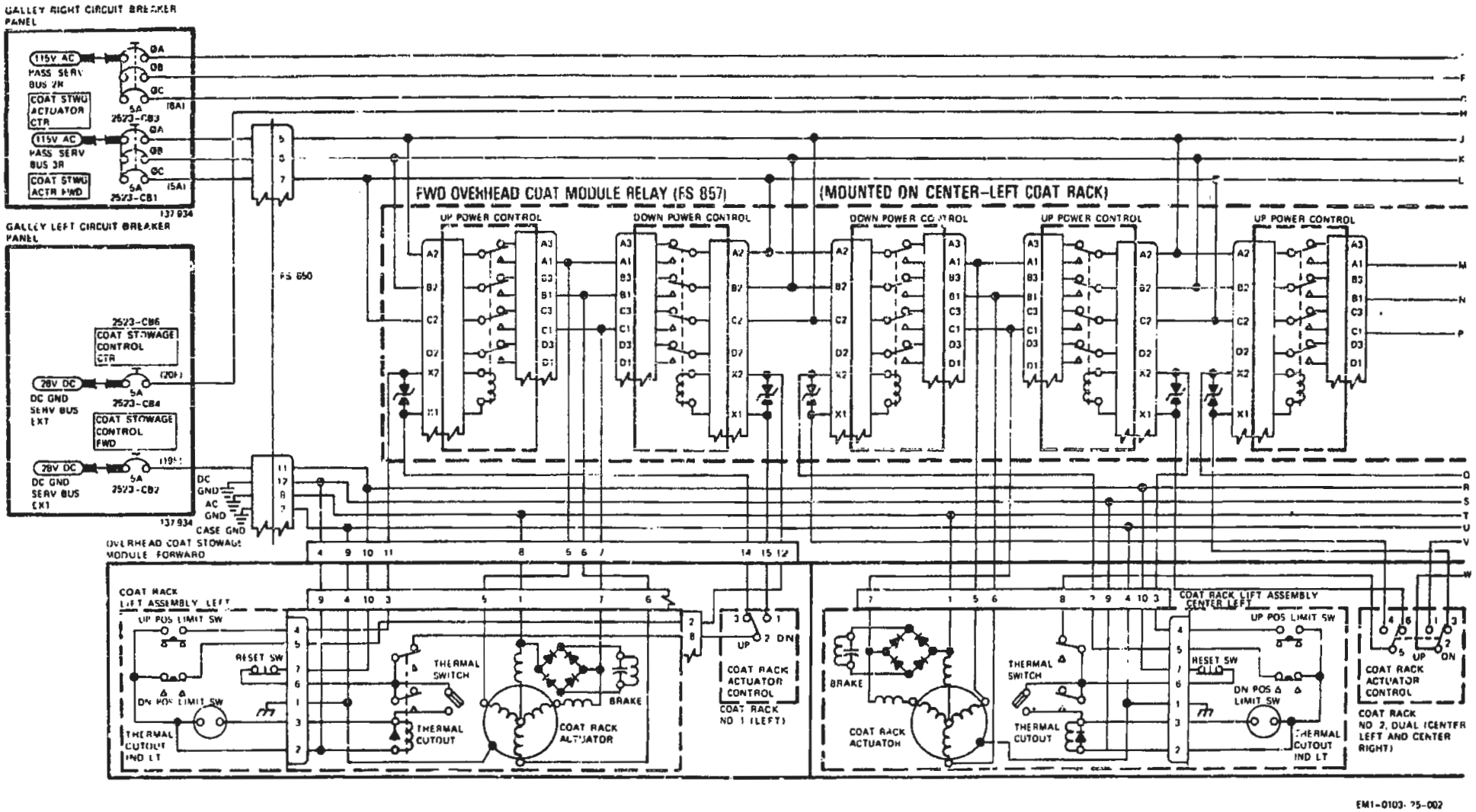
R R EFFECTIVITY: ALL


COAT RACK MECHANISM INOPERATIVE
PREREQUISITES
ELECTRICAL POWER (MM24-41-00)
GALLEY LEFT CB PANEL F19, F20
GALLEY RIGHT CB PANEL A5, A8
1 IS THERMAL SWITCH INDICATOR LIGHT ON?
NO
YES
5 CHECK LIFT ASSEMBLY CONNECTOR PIN 6 AND 7 FOR CONTINUITY (MM25-23-00, FIG. 101). IS CONTINUITY OK?
NO
10 REPLACE RESET SWITCH.
YES
6 RELEASE MANUAL BRAKE, MANUALLY POSITION HANGER ARM HALF-WAY OF TRAVEL. CHECK LIFT ASSEMBLY CONNECTOR PIN 2 AND 4 (UP), 2 AND 5 (DOWN) FOR CONTINUITY (MM25-23-00, FIG. 101). IS CONTINUITY OK?
NO
11 REPLACE LIMIT SWITCHES (MM25-23-04).
YES
7 ENSURE ACTUATOR CONNECTOR IS PLUGGED IN LIFT ASSEMBLY. POSITION COAT RACK ACTUATOR CONTROL TO UP/DN. CHECK ACTUATOR CONNECTOR PIN 8 AND 2, AND 6 AND 3 FOR CONTINUITY (MM25-23-00, FIG. 101). IS CONTINUITY OK?
NO
12 REPLACE COAT RACK ACTUATOR CONTROL (MM25-23-04).
YES
8 CHECK 115V AC AT RELAY SOCKET PIN X2 AND A2, B2, C2 (MM25-23-00, FIG. 101). IS VOLTAGE OK?
NO
13 CHECK ELECTRICAL WIRING (WM 25-23-00).
YES
9 CHECK RELAY SOCKET PIN X2 AND X1 FOR CONTINUITY. IS CONTINUITY OK?
NO
14 REPLACE RELAY.
YES
15 REPLACE ACTUATOR (MM25-23-04).
2 CHECK HANGER RACK FOR OVERLOADING. ALLOW ACTUATOR TO COOL. PUSH RESET BUTTON, LIGHT MUST GO OUT. DOES LIGHT GO OUT?
NO
YES
3 VERIFY IF UNIT OPERATES IN FULL UP OR FULL DOWN POSITION WITHOUT OVERHEATING. DOES UNIT OVERHEAT?
YES
NO
4 SYSTEM OPERATIVE.
16 PUSH RESET BUTTON AND HOLD WHILE CHECKING LIFT ASSEMBLY CONNECTOR PIN 8 AND 7 FOR OPEN CIRCUIT. IF CIRCUIT IS OPEN, REPLACE ACTUATOR (MM25-23-04).
M1-0001-25-1639

R R Retractable Coat Rack Mechanism Inoperative
Figure 103

R R EFFECTIVITY: ALL

001B

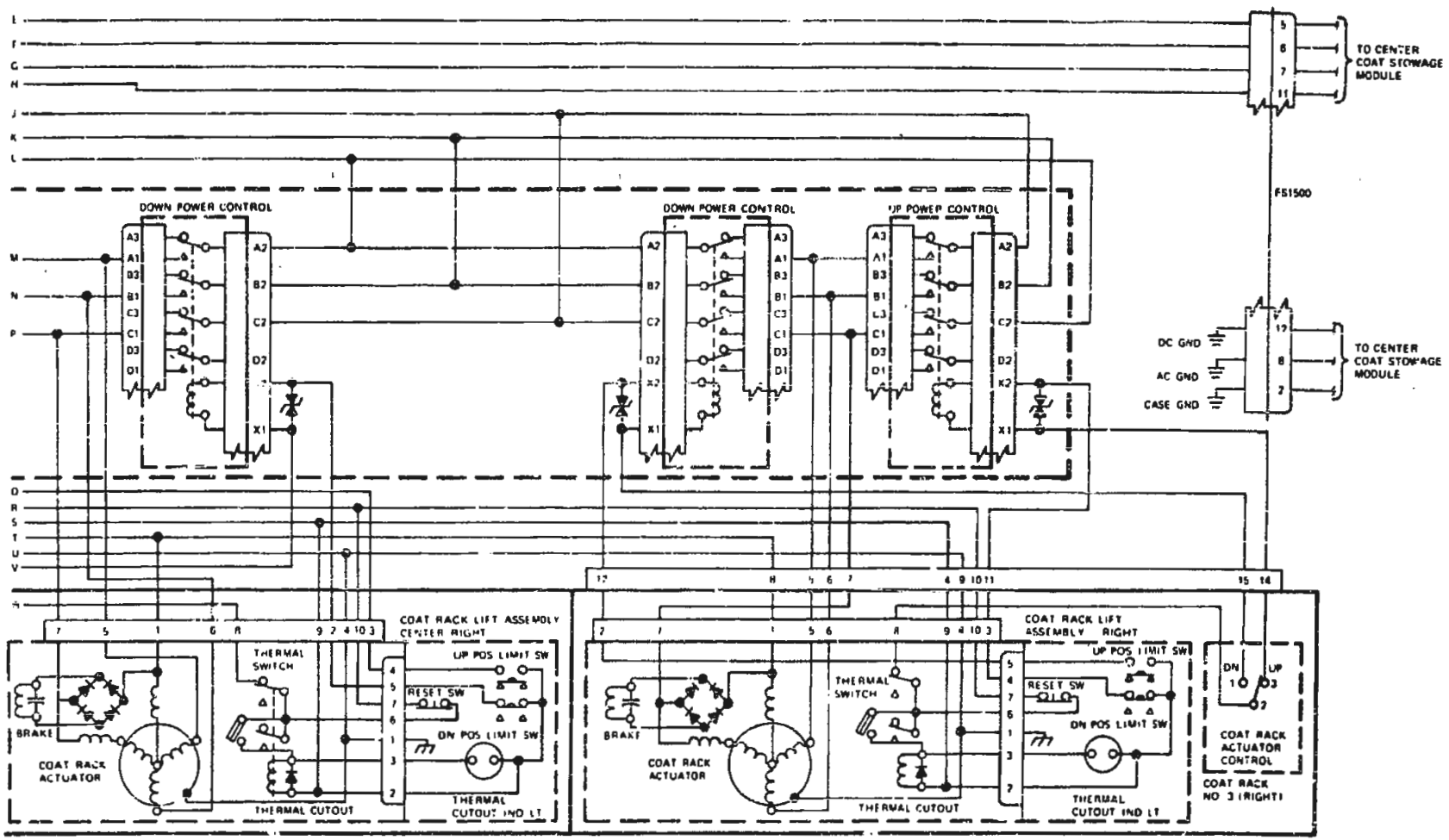


Retractable Coat Rack Mechanism Electrical Schematic
SCHEM 1 (Sheet 1)

R

EFFECTIVITY: ALL

0018

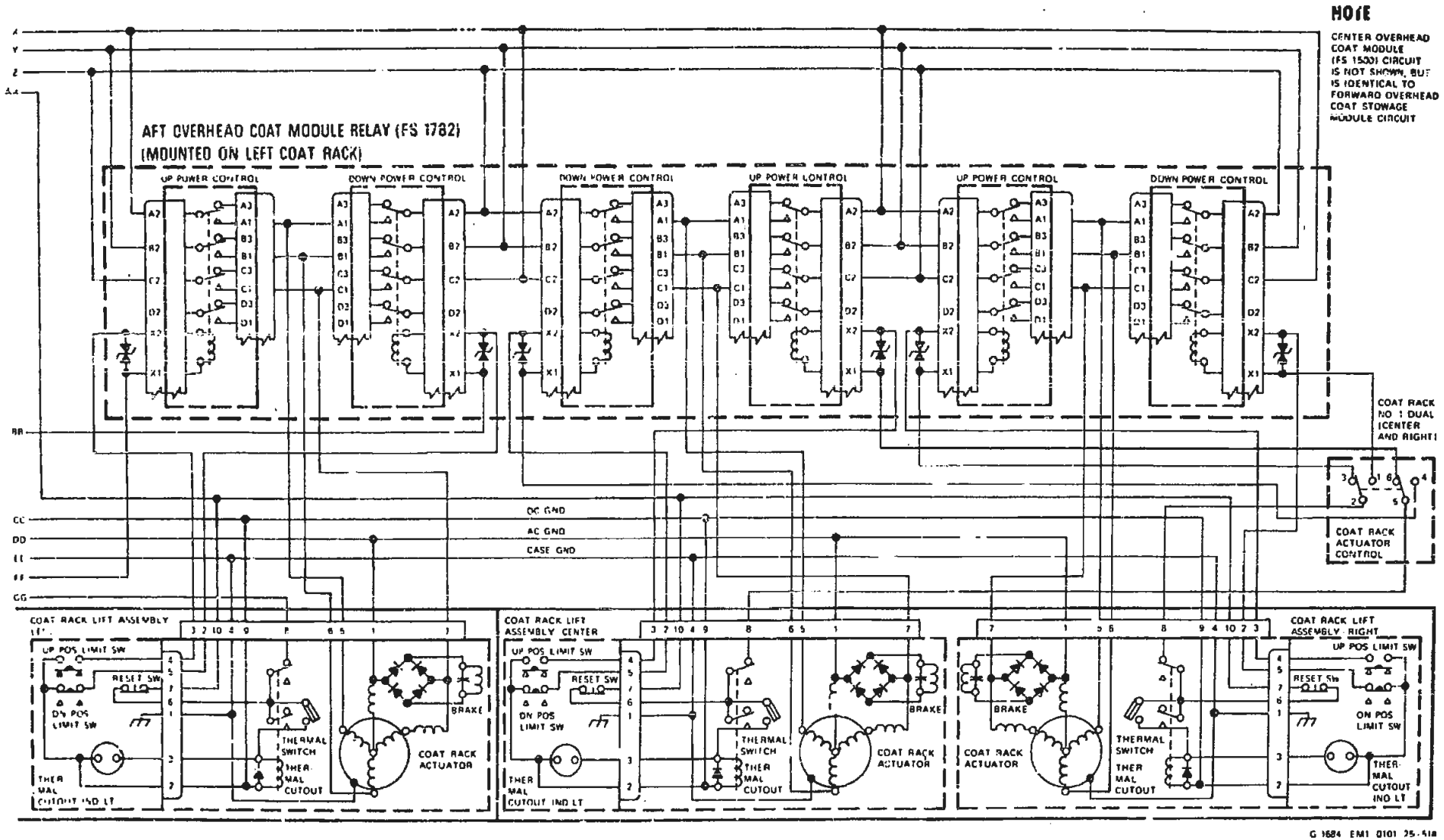


EMT 0102 25 441

R Retractable Coat Rack Mechanism Electrical Schematic
R SCHEM 1 (Sheet 2)

EFFECTIVITY: ALL

001B


NOTE
CENTER OVERHEAD COAT MODULE (FS 1500) CIRCUIT IS NOT SHOWN, BUT IS IDENTICAL TO FORWARD OVERHEAD COAT STOWAGE MODULE CIRCUIT
AFT OVERHEAD COAT MODULE RELAY (FS 1782) (MOUNTED ON LEFT COAT RACK)
UP POWER CONTROL
DOWN POWER CONTROL
DOWN POWER CONTROL
UP POWER CONTROL
UP POWER CONTROL
DOWN POWER CONTROL
COAT RACK NO 1 DUAL (CENTER AND RIGHT)
COAT RACK ACTUATOR CONTROL
DC GND
AC GND
CASE GND
COAT RACK LIFT ASSEMBLY LEFT
COAT RACK LIFT ASSEMBLY CENTER
COAT RACK LIFT ASSEMBLY RIGHT
UP POS LIMIT SW
RESET SW
DN POS LIMIT SW
ON POS LIMIT SW
THERMAL SWITCH
THERMAL CUTOUT
THERMAL CUTOUT IND LT
BRAKE
COAT RACK ACTUATOR

G 1684 EM1 0101 25-41A

R Retractable Coat Rack Mechanism Electrical Schematic
R SCHEM 1 (Sheet 3)

R EFFECTIVITY: ALL
R
001B

OVERHEAD COAT STOWAGE MODULE - REMOVAL AND INSTALLATION

1. General

R The removal and installation procedures specified are applicable for the forward, center, and aft overhead coat stowage modules. The forward and center modules each consist of a double closet in the center with a single closet attached to each outboard side of the double closet, zones 240 and 260. The single closets must be removed before removal of a double closet. The aft module consists of a triple closet and is removed or installed as a unit, zone 270. All similar modules are removed or installed identically (Ref. Fig. 401).

2. Referenced Procedure

25-26-01 Ceiling Drop Panels - Removal and Installation

3. Removal/Installation

A. Removal

(1) R On galley left circuit breaker panel, zone 130, open and tag following circuit breakers:

DC GRD SERV BUS EXT - COAT STOWAGE - CONTROL - FWD (19F)

DC GRD SERV BUS EXT - COAT STOWAGE - CONTROL - CTR (20F)

DC GRD SERV BUS EXT - COAT STOWAGE - CONTROL - AFT (21F)

R On galley right circuit breaker panel, zone 130, open and tag following circuit breakers:

PASS. SERV BUS 1R - COAT STWG - ACTUATOR AFT (11A)

PASS. SERV BUS 2R - COAT STWG - ACTUATOR CTR (8A)

PASS. SERV BUS 3R - COAT - STWG ACTR FWD (5A)

(2) Slide overhead coat stowage module door upward.

(3) Disconnect electrical connector from inside overhead coat stowage module, at upper side.

(4) Lower ceiling panels aft of a coat module (Ref. 25-26-01).

(5) Remove nuts, washers, and bolts from interior and exterior sides of module securing upper end of module to structure.

(6) Open floor-mounted storage unit door, and remove bolts securing unit to floor.

(7) Raise lower end of storage unit and disengage unit upper end from coat module partition.

(8) Telescope and hold coat module corner post fitting sufficiently upward to gain access to stud.

(9) Disengage stud securing corner post fitting to passenger compartment floor.

(10) Lower corner post fitting.

(11) Support coat module, and remove screws securing a single coat module to a double coat module.

NOTE: This step is not applicable for the triple (aft) coat module.

(12) Telescope corner post fitting upward in preparation for next step.

(13) Remove overhead coat stowage module from aircraft.

B. Installation

R (1) Verify circuit breakers opened in Step 3A(1) are open and tagged.

(2) Telescope and retain corner post fitting upward into coat module post.

(3) Position coat module in aircraft.

(4) Engage and tighten stud securing corner post fitting to passenger compartment floor.

(5) Lower corner post fitting.

(6) Install screws securing single coat module to double coat module.

NOTE: This step is not applicable for the triple (aft) coat module.

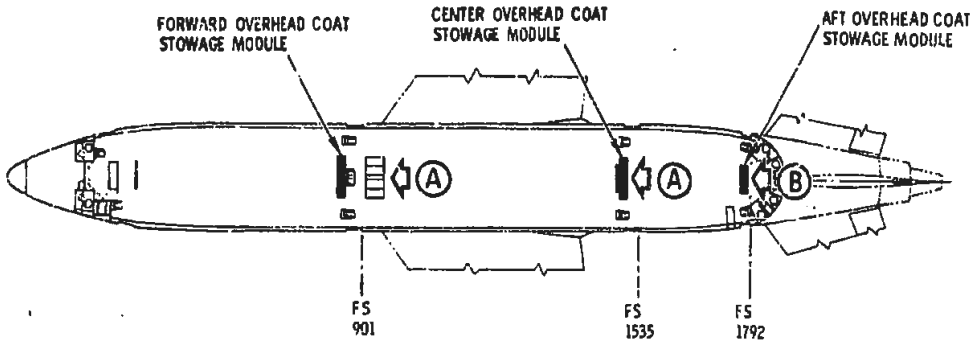
(7) Install bolts, washers, and nuts from interior and exterior sides of module securing upper end of module to structure.

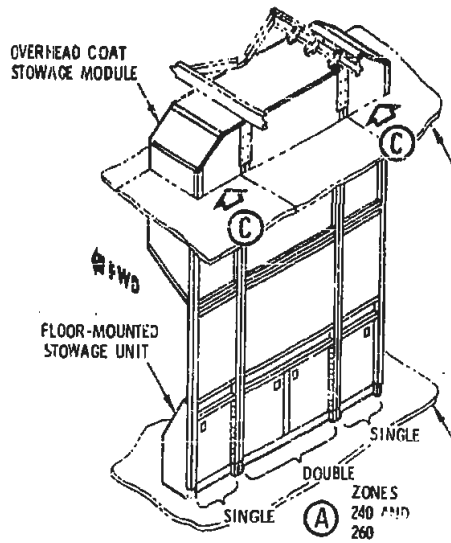
(8) Install floor-mounted storage unit to floor with attaching bolts.

R R (9) Raise ceiling panels lowered in Step 3A(4) (Ref. 25-26-01).

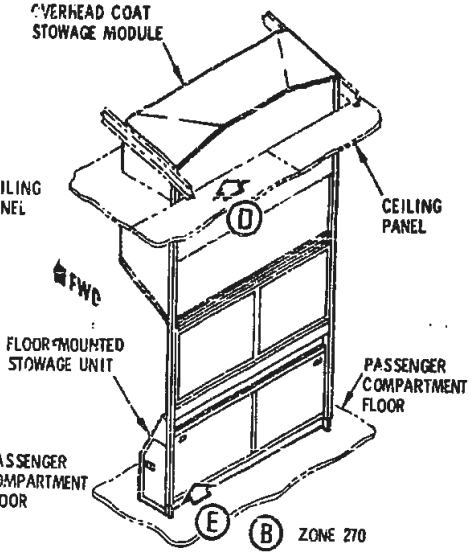
(10) Connect electrical connector from inside overhead coat stowage module, at upper side.

(11) Remove tags and close circuit breakers opened in Step 3A(1).

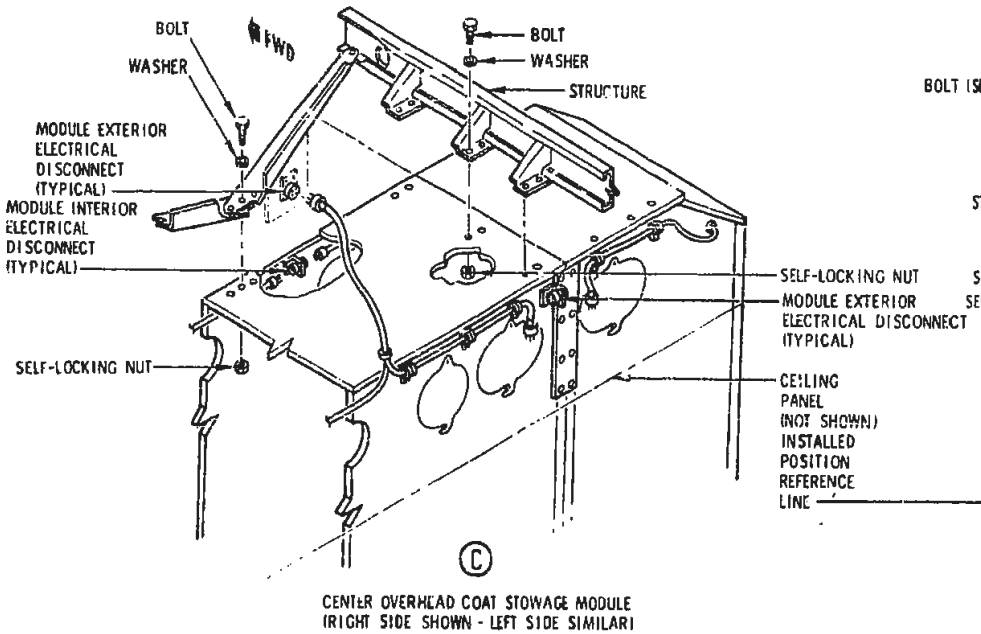




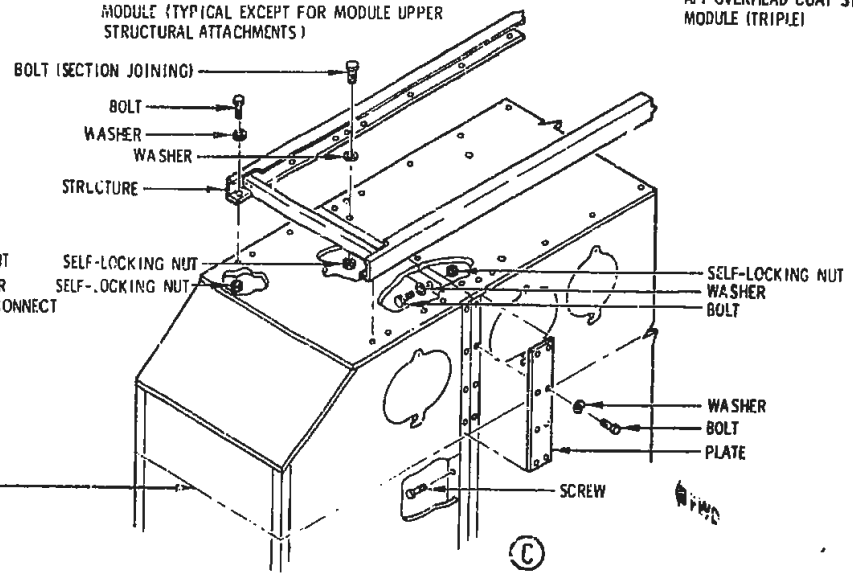
FORWARD AND CENTER OVERHEAD COAT STOWAGE MODULE (TYPICAL EXCEPT FOR MODULE UPPER STRUCTURAL ATTACHMENTS)



AFT OVERHEAD COAT STOWAGE MODULE (TRIPLE)



CENTER OVERHEAD COAT STOWAGE MODULE (RIGHT SIDE SHOWN - LEFT SIDE SIMILAR)

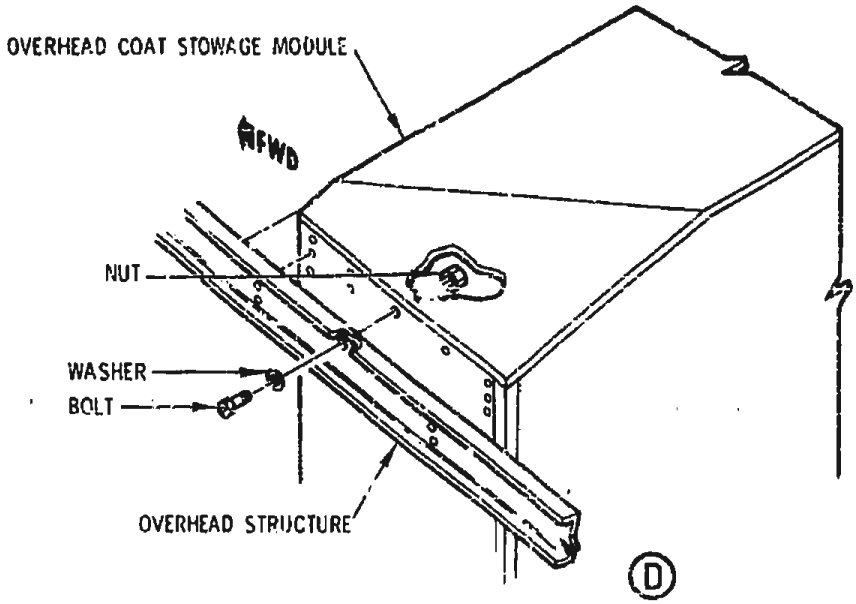


FORWARD OVERHEAD COAT STOWAGE MODULE (LEFT SIDE SHOWN-RIGHT SIDE SIMILAR)

G 2402
M1-0100-25-693

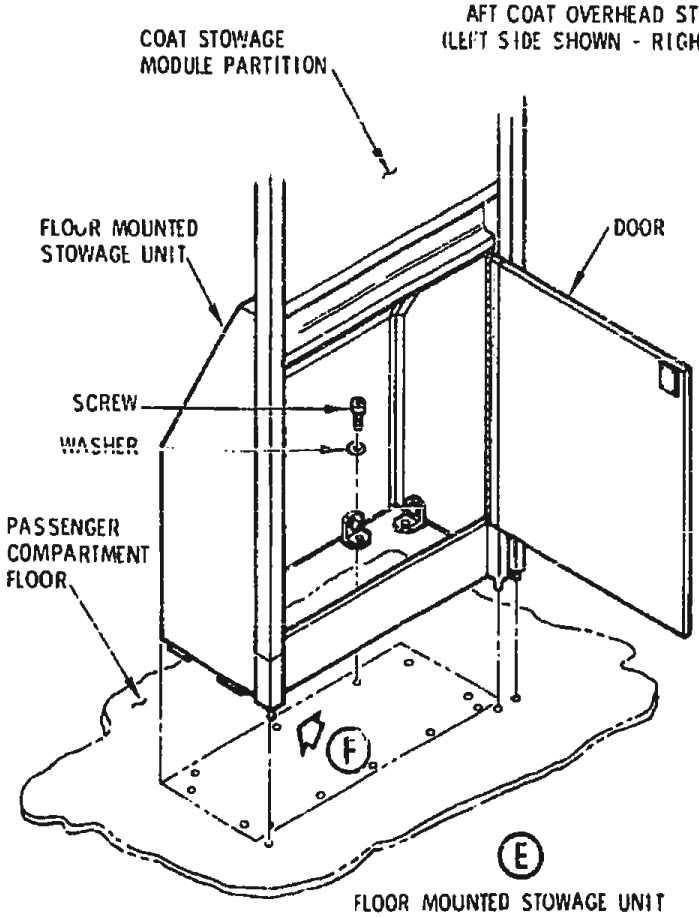
R Overhead Coat Stowage Module - Removal and Installation
R Figure 401 (Sheet 1)

R EFFECTIVITY: ALL
R
050

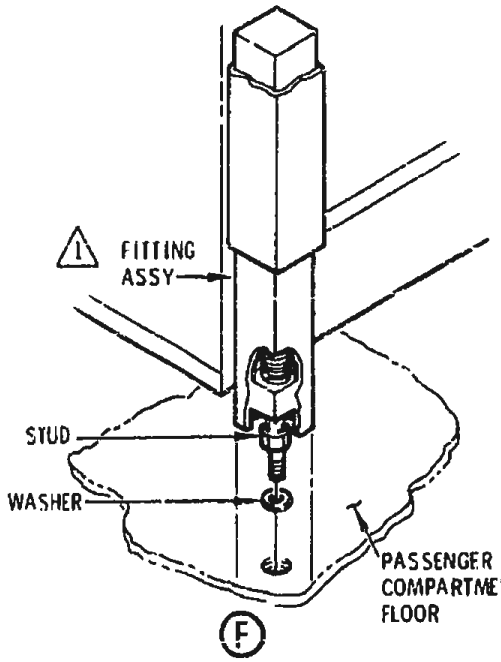


1 SECTIONS OF FITTING ASSEMBLY TELESCOPE FREELY INTO EACH OTHER TO ALLOW FOR NORMAL TWISTING OF FUSELAGE DURING FLIGHT

(D) AFT COAT OVERHEAD STOWAGE MODULE (LEFT SIDE SHOWN - RIGHT SIDE SIMILAR)



(E) FLOOR MOUNTED STOWAGE UNIT



CORNER POST FITTING (TYPICAL)

HA 1776
MI-0100-25-751

Overhead Coat Stowage Module - Removal and Installation
Figure 401 (Sheet 2)

EFFECTIVITY: ALL

COAT RACK RETRACTABLE MECHANISM ASSEMBLY REMOVAL AND INSTALLATION

1. General

The forward and center overhead coat stowage modules each have four coat rack retractable mechanism assemblies, zones 240 and 260.

The aft overhead coat stowage module has three coat rack retractable mechanism assemblies, zone 270. The removal and installation procedures are contained in the following paragraphs:

Paragraph 4 Coat Rack Retractable Mechanism Assembly (Ref. Fig. 401)

Paragraph 5 Retractable Coat Rack Actuator (Ref. Fig. 402)

Paragraph 6 Retractable Coat Rack Hanger Arm (Ref. Fig. 403)

Paragraph 7 Retractable Coat Rack Limit Switch (Ref. Fig. 403)

2. Equipment and Materials

MIL-S-22473D Loctite Grade C, Loctite Corporation, Newington, Connecticut 06111

3. Referenced Procedures

	20-24-02	Crimped Contact Connector - Removal and Installation
R	25-26-01	Forward, Mid and Aft Ceiling Trim Drop Panels -
R		Removal and Installation

4. Removal/Installation (Retractable Mechanism)

NOTE: Perform Step 4A(1) and open the applicable circuit breaker for the coat rack retractable mechanism assembly being removed and installed.

A. Removal

(1) On the galley left circuit breaker panel, zone 130, open and tag circuit breakers DC GRD BUS EXT - COAT

STOWAGE - CONTROL - FWD, DC GRD SERV BUS EXT = COAT STOWAGE - CONTROL - CTR.

On the galley right circuit breaker panel, zone 130, open and tag circuit breakers PASS. SERV BUS 1R - COAT STWG - ACTUATOR AFT, PASS. SERV BUS 2R - COAT STWG - ACTUATOR CTR, PASS. SERV BUS 3R - COAT - STWG ACTR FWD.

(2) Slide overhead coat stowage module door upward.

(3) Disconnect electrical connector from inside overhead coat stowage module, at top of mechanism assembly.

(4) Lower ceiling panels on forward side of overhead coat stowage module (Ref. 25-26-01).

(5) Remove access plates on exterior, forward, and top of overhead coat stowage module.

(6) Remove coat rack retractable mechanism assembly attaching screws through overhead coat stowage module exterior access holes and from inside the coat stowage module.

(7) Remove coat rack retractable mechanism assembly from inside overhead coat stowage module.

B. Installation

R (1) Verify respective circuit breakers opened in Step 4A(1) are open and tagged.

R (2) Position coat rack retractable mechanism assembly
R inside overhead coat stowage module.

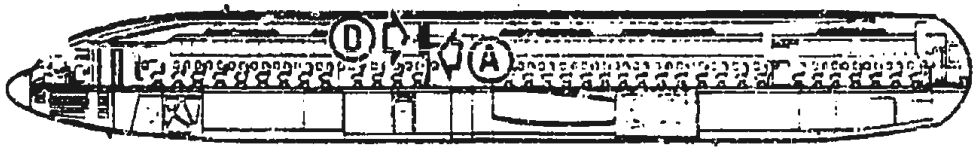
(3) Install coat rack retractable mechanism assembly attachment screws through exterior access holes and from inside of overhead coat stowage module.

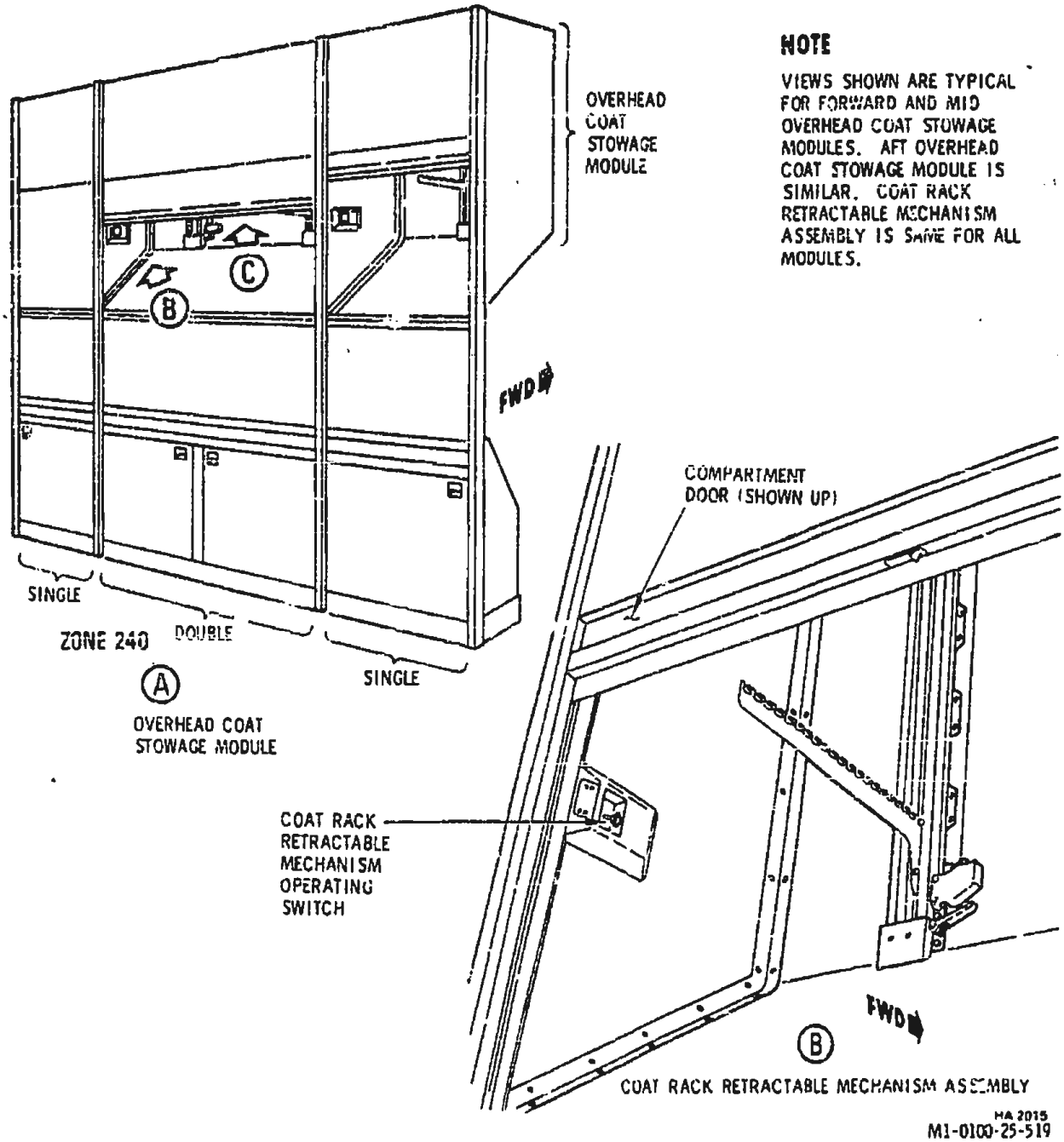
(4) Install access plates on exterior, forward, and top of overhead coat stowage module.

(5) Raise ceiling panels on forward side of overhead coat stowage module (Ref. 25-26-01).

(6) Connect electrical connector at top of coat rack retractable mechanism assembly and from inside overhead coat stowage module.

(7) Remove tags and close circuit breakers opened in Step 4A(1).





NOTE

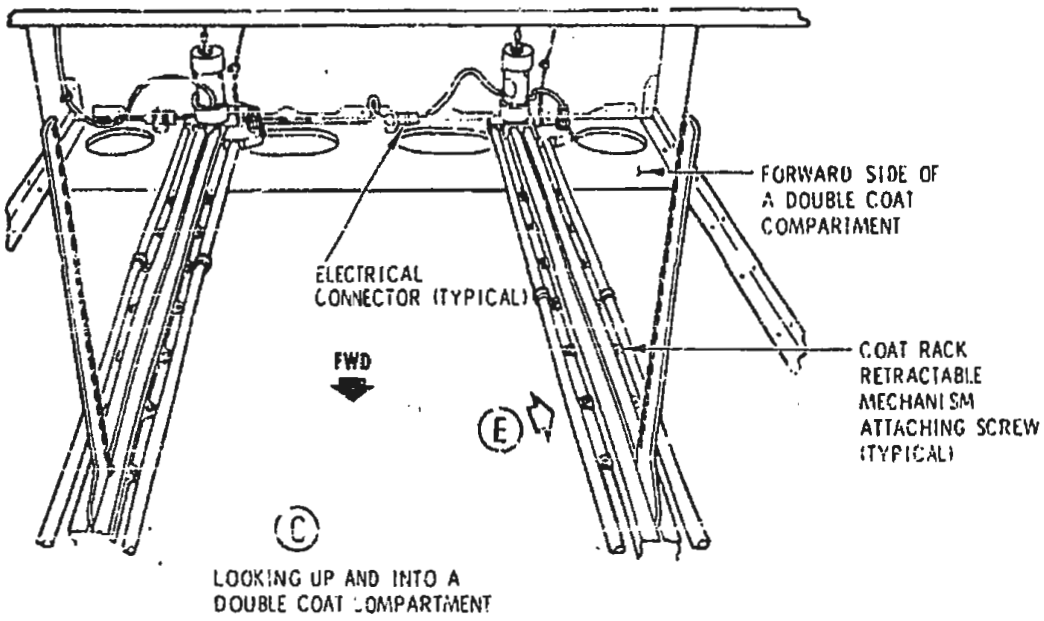
VIEWS SHOWN ARE TYPICAL FOR FORWARD AND MID OVERHEAD COAT STOWAGE MODULES. AFT OVERHEAD COAT STOWAGE MODULE IS SIMILAR. COAT RACK RETRACTABLE MECHANISM ASSEMBLY IS SAME FOR ALL MODULES.

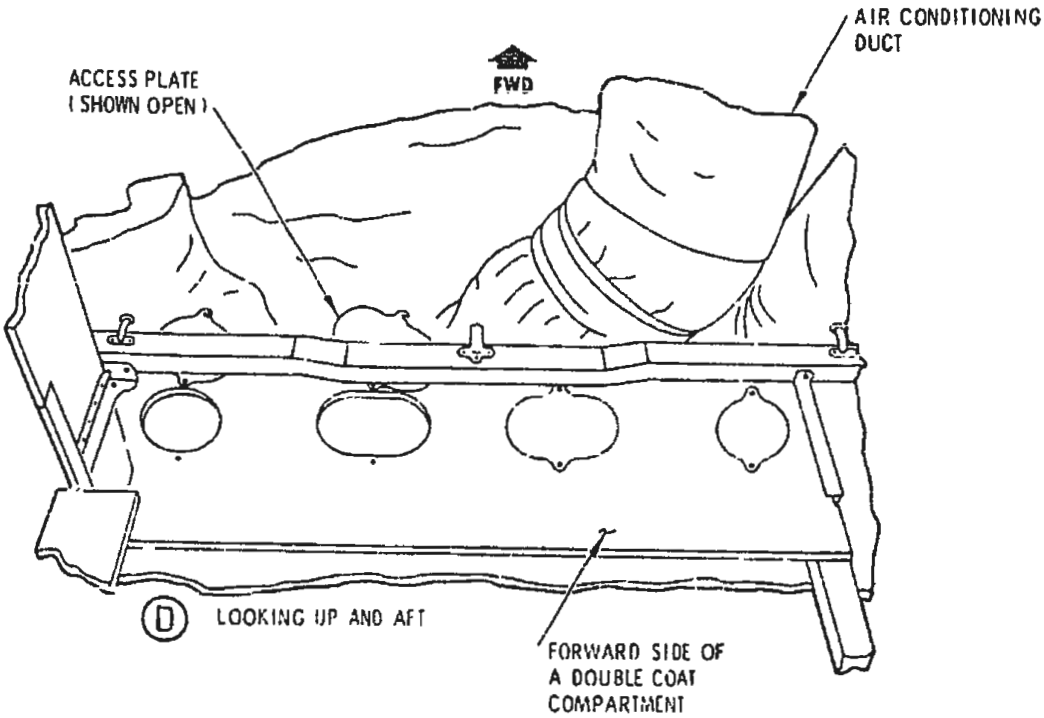
Coat Rack Retractable Mechanism Assembly
Removal and Installation
Figure 401 (Sheet 1)

R

EFFECTIVITY: ALL

050B


FORWARD SIDE OF A DOUBLE COAT COMPARTMENT
ELECTRICAL CONNECTOR (TYPICAL)
FWD
COAT RACK RETRACTABLE MECHANISM ATTACHING SCREW (TYPICAL)
E
C
LOOKING UP AND INTO A DOUBLE COAT COMPARTMENT



HA 2014
M1-0100-25-727

R Coat Rack Retractable Mechanism Assembly
R Removal and Installation
R Figure 401 (Sheet 2)

EFFECTIVITY: ALL

5. Removal/Installation (Actuator)

NOTE: Before removing actuator motor, visually check chain and sprocket for damage and excessive wear.

A. Removal

(1) Perform Step 4A(1 through 3).

R (2) Lower ceiling panels on aft side of overhead coat stowage module (Ref. 25-26-01).

(3) Remove access plates on aft side, top exterior of stowage module.

(4) Pull spring clip from the brake cable support bracket (Ref. Fig. 402).

(5) Disconnect electrical connectors.

R (6) Unscrew spring securing nut from actuator; remove nut and end of cable assembly.

R R R (7) Remove attaching bolts and pull actuator from lift assembly. Ensure bottom brake spring does not drop out.

R R (8) Slacken brake clamping nut and screw adjuster to remove compression on top brake spring.

R R (9) Remove brake release washer, top brake spring and securing nut from brake cable.

R (10) Remove brake release cable from actuator.

R R (11) Refit the washer, spring and securing nut to acutator mechanism.

R (12) Remove actuator from aircraft.

B. Installation

(1) Perform Step 4B(1).

R R (2) Remove spring securing nut, top brake spring, brake release washer and bottom brake spring from actuator mechanism.

R R R (3) Align output shaft with sprocket in lift assembly mounting plate. Turn actuator or move hanger arm to ensure that shaft enters sprocket.

R (4) Fit actuator to mounting plate and secure with bolts.

R (5) Place spring securing nut over brake cable and screw
R adjuster into spring securing nut. Fit top brake
R spring and brake release washer onto brake cable.

R (6) Install bottom brake spring in brake housing. Coat
R mating threads of spring securing nut and brake housing
R with Loctite Grade C (MIL-S-22473D) and screw spring
R securing nut, complete with brake cable, top brake
R spring and brake release washer into brake housing.

(7) Install spring clip into brake cable support bracket.

(8) Reconnect electrical connectors.

(9) Remove tags and close circuit breakers.

R (10) Adjust brake adjuster by performing following:

R (a) Raise hanger arm to top position.

R (b) Operate release handle and ensure hanger arm will
R just descend when pulled downwards with finger
R tips of one hand. Tighten brake clamping nut.

R (11) Tighten brake cable clamping nut.

(12) Reinstall access plates.

R (13) Replace ceiling panels removed in Step 5A(2) (Ref.
R 25-26-01).

6. Removal/Installation (Hanger Arm)

A. Removal

(1) Remove screws and remove hanger arm (Ref. Fig. 403).

B. Installation

(1) Install new hanger arm and secure with screws.

7. Removal/Installation (Limit Switch)

NOTE: The removal and installation procedures are identical for top and bottom unit switches.

A. Removal

(1) Perform Step 4A(1 through 3).

(2) Remove screws and pull switch box away from lead tube (Ref. Fig. 403).

(3) Remove limit switch connectors (Ref. 20-24-02).

(4) Slacken securing screws and slide out limit switch complete with switch actuator and clamping plate.

(5) Unscrew securing screws and separate limit switch from actuator and clamping plate.

B. Installation

(1) Coat screw threads with Loctite Grade C (MIL-S-22473D) and reinstall switch actuator and clamping plate to new limit switch.

(2) Install new limit switch and switch actuator onto switch bridge leaving screws sufficiently slack to allow switch to be adjusted.

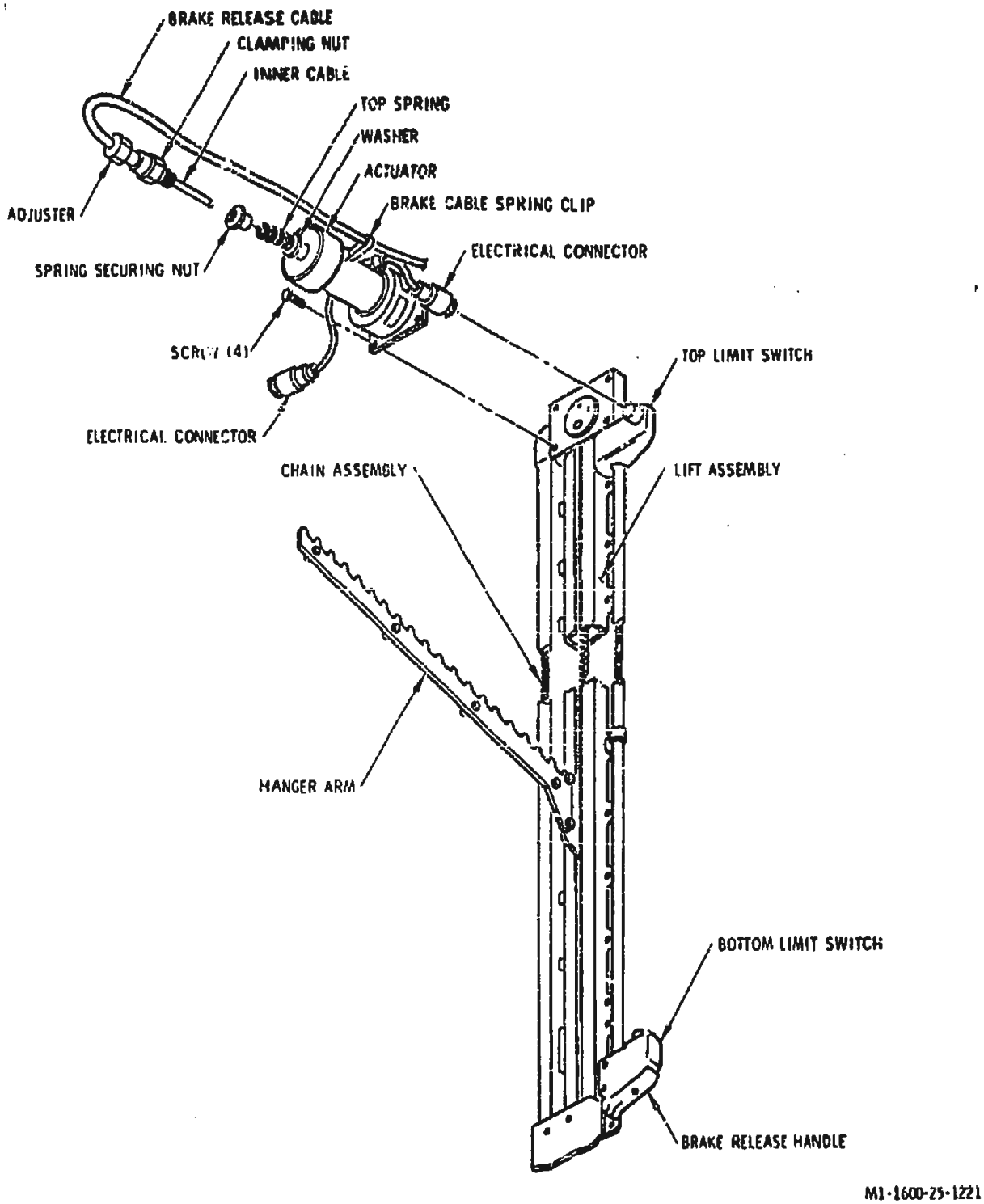
NOTE: The switch actuator roller should be pointing upward when installed.

(3) Adjust limit switch so switch actuator operates limit switch before roller reaches top edge of carriage side plate but ensure switch actuator roller does not bottom on limit switch side.

(4) After adjustment has been made, tighten screws.

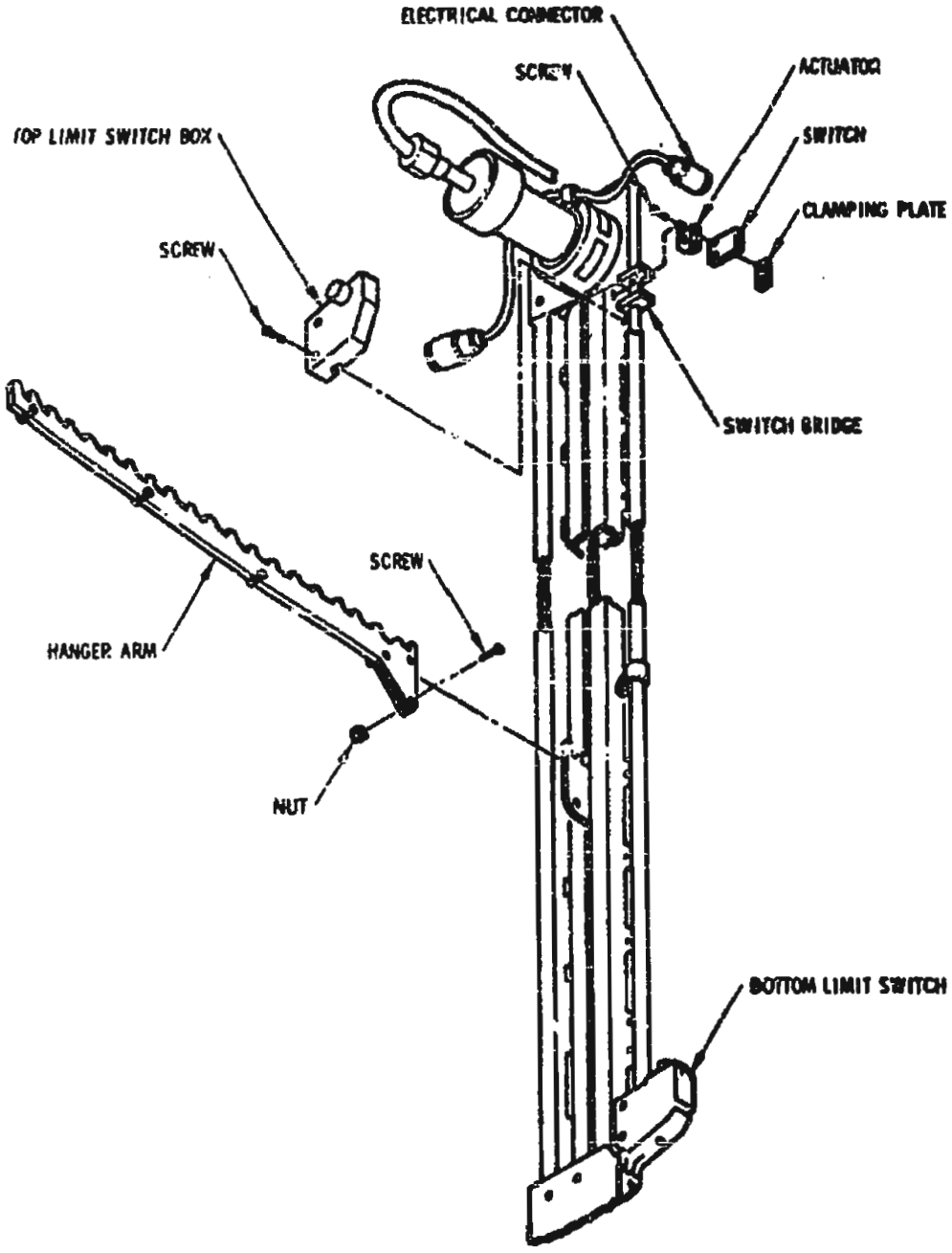
(5) Install connectors to limit switch (Ref. 20-24-02).

R (6) Reinstall switch box; coat screws with Loctite Grade C (MIL-S-22473D) and secure switchbox with screws.



R Retractable Coat Rack Actuator - Removal and Installation
R Figure 402

EFFECTIVITY: ALL



NOTE
REMOVAL AND INSTALLATION PROCEDURE FOR BOTTOM LIMIT SWITCH IS SIMILAR TO TOP LIMIT SWITCH

M2-1600-25-1224

Retractable Coat Rack Limit Switch - Removal and Installation
Figure 403

PASSENGER SERVICE OUTBOARD OVERHEAD STOWAGE MODULE (SIDEWALL) REMOVAL AND INSTALLATION

1. General

Passenger service outboard overhead stowage modules (sidewall) are located throughout the passenger compartment, zones 220 through 270. Most modules consist of five 10-, 16-, 20- or 40-inch width cabinets, which are removed and installed identically (Ref. Fig. 401).

2. Referenced Procedures

	25-22-03	Passenger Service Overhead Outboard Module - Removal and Installation
R R	25-26-01	Forward, Mid and Aft Ceiling Trim Drop Panels - Removal and Installation
	25-26-14	Valance - Removal and Installation

3. Removal/Installation

A. Removal

R (1) Lower applicable ceiling trim drop panels (Ref. 25-26-01).

(2) Remove valance from aircraft (Ref. 25-26-14).

(3) Remove passenger service overhead outboard module (Ref. 25-22-03).

(4) Support module in preparation for next step.

(5) Remove screws and washers attaching module to module support installation.

(6) Remove module from aircraft.

B. Installation

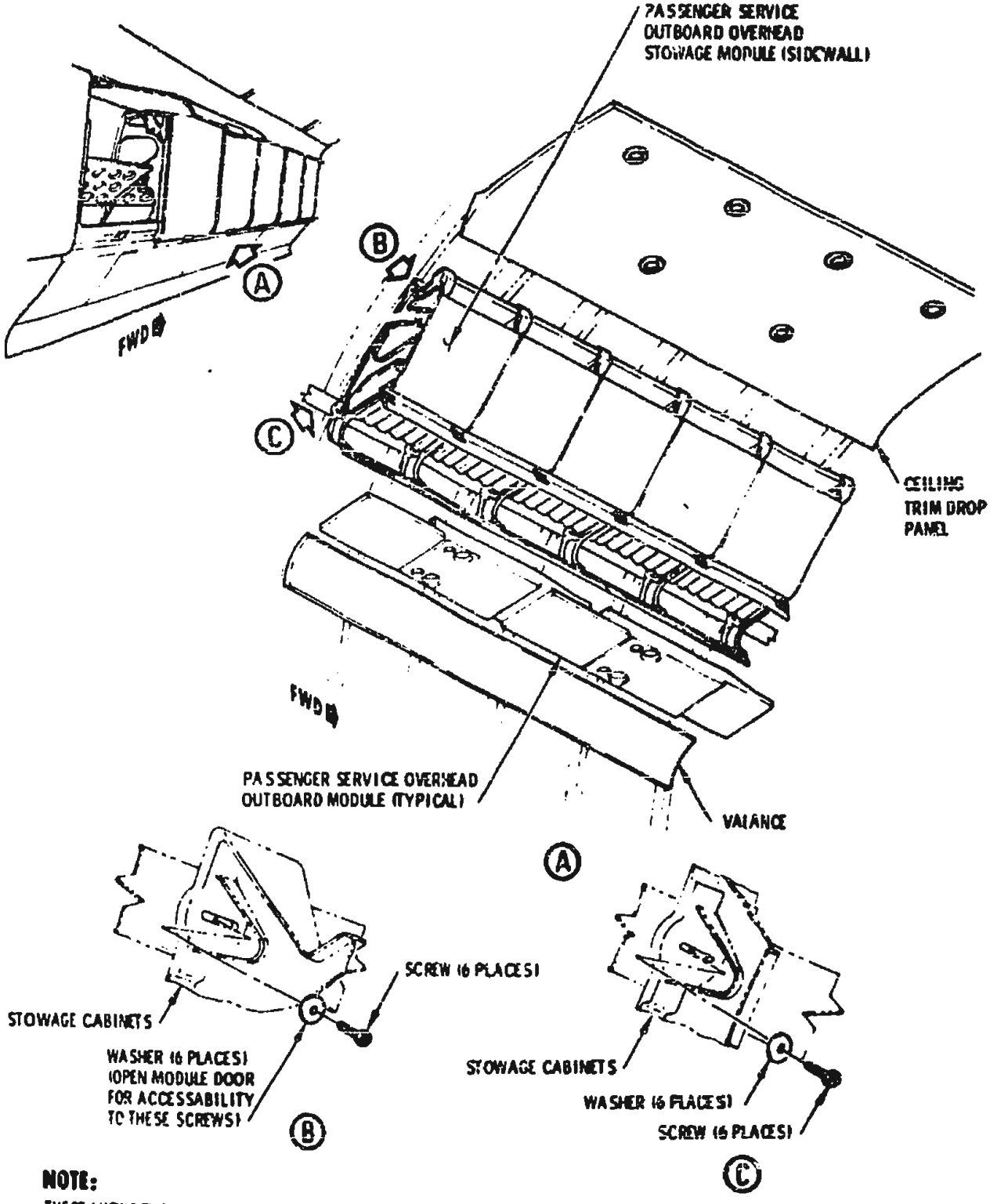
(1) Position module in aircraft.

(2) Install washers and screws attaching module to module-support installation.

(3) Install passenger service overhead outboard module (Ref. 25-22-03).

(4) Install valance in position (Ref. 25-26-14).

R R (5) Raise ceiling trim drop panels lowered in Step 3A(1) (Ref. 25-26-01).



NOTE:

THESE VIEWS TYPICAL FOR ZONES 220 THROUGH 270.

M1-0001-25-1697

R
R
R

Passenger Service Outboard Overhead Stowage Module (Sidewall)
Removal and Installation
Figure 401

EFFECTIVITY: ALL

001B

OVERHEAD BAGGAGE DOORATER ASSEMBLY - REMOVAL AND INSTALLATION

1. General

Each overhead stowage cabinet door is provided with a doorater control assembly located in the right top corner of the door and
C an idler bracket on the left end. The doorator assembly
C provides a hold-open detent for the door. The assembly is a line replaceable unit (Ref. Fig. 401).

2. Removal/Installation

A. Removal

(1) Open stowage cabinet door and adjacent door.

(2) Remove screws attaching bracket to doorater assembly.

(3) Remove screws and bolt attaching doorater to cabinet door and stowage divider frame; remove doorater assembly.

NOTE: Common bolt secures doorater assembly and idler bracket of adjacent door to stowage divider frame. Manually support two doors to avoid damage to idler bracket and doorater assembly.

B. Installation

C NOTE: Deleted.

WARNING: DO NOT LUBRICATE MOVING PARTS OF ASSEMBLY.

(1) Position doorater assembly and install bolt and screw attaching doorater to divider frame and cabinet door. Do not install doorater torque arm attaching screw at this time.

CAUTION: DOOR HINGE BOLT THROUGH DOORATER AND ADJACENT HINGE BRACKET MUST BE FULLY TORQUED TO PREVENT POSSIBLE DAMAGE TO DOORATER.

(2) Tighten door hinge bolts to a torque of 62.5 (plus or minus 2.5) pound-inch.

(3) Actuate doorater torque arm relative to doorater hinge (housing) to place doorater into a normal door closed position.

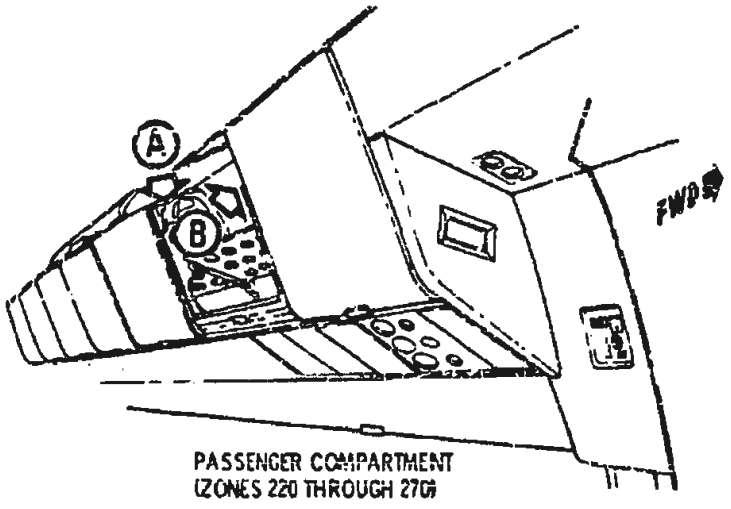
C NOTE: Deleted.

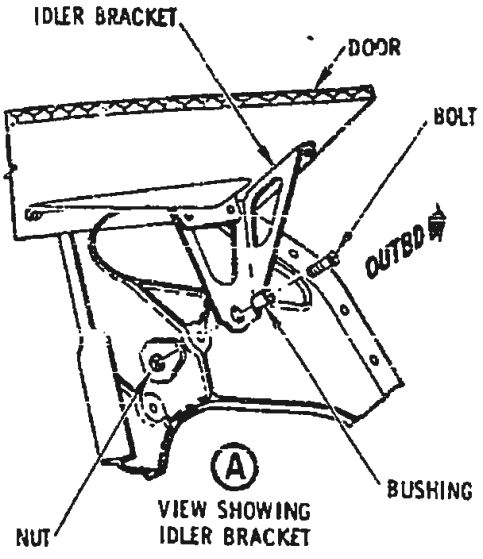
(4) Actuate doorater to open detent position. This step is reverse of Step 2B(3).

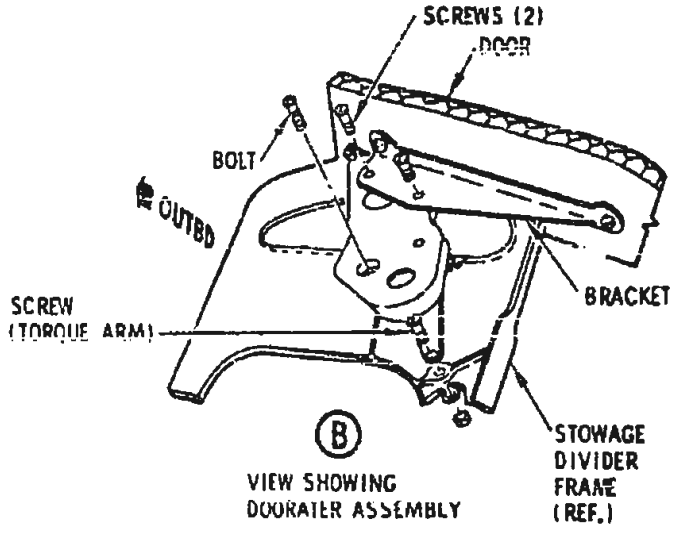
(5) Install screw attaching torque arm to divider.

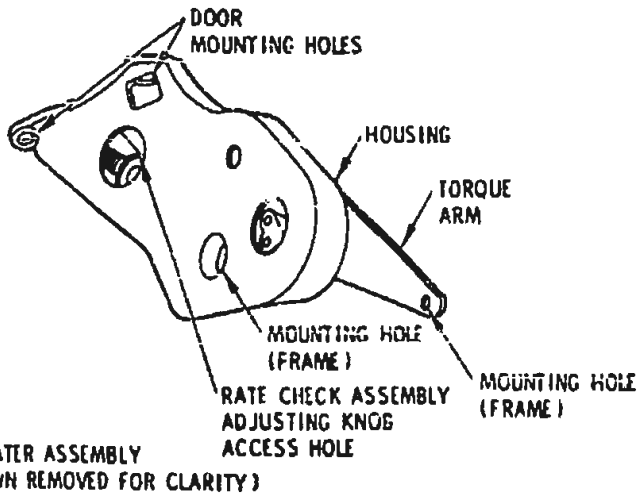
CR (6) Open door to the full open detent position. Door must
CR hold in the open position. Move the door towards the
CR closed position. Once past the breakover point of the
CR doorater, the door should move towards the closed
CR position slowly on its own. If not, the door should
CR easily close and latch by pushing shut.

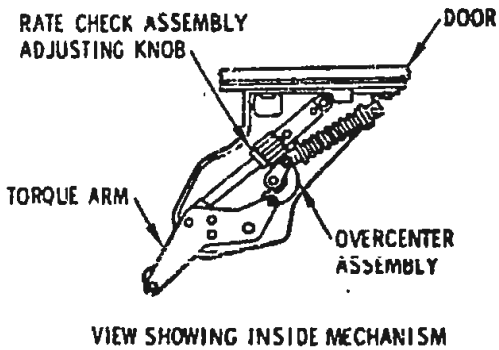
CR NOTE: Be sure that the door is not slammed open during
CR the operational check.











M1-0002-25-1416

Overhead Baggage Doorater Assembly - Removal and Installation
Figure 401

CABINET LATCH ASSEMBLY - REMOVAL AND INSTALLATION

1. General

This removal and installation procedure is applicable to various cabinet latches located throughout the passenger compartment and
R galley (Ref. Fig. 401).

2. Removal/Installation

A. Removal

(1) Open cabinet door.

(2) Hold latch handle in fully open position.

(3) Remove screws attaching latch to cabinet.

(4) Release latch to closed position.

(5) Remove latch from cabinet.

B. Installation

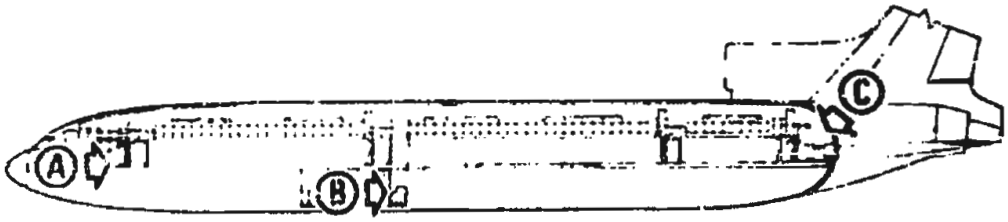
(1) Hold latch handle in fully open position.

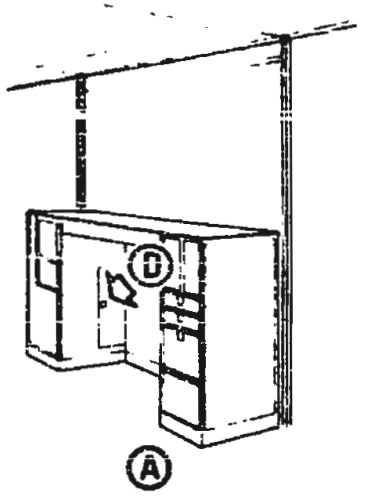
(2) Position latch in cabinet latch cutout.

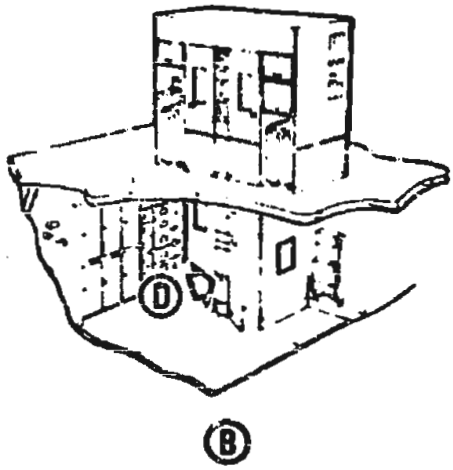
(3) Install screws attaching latch to cabinet.

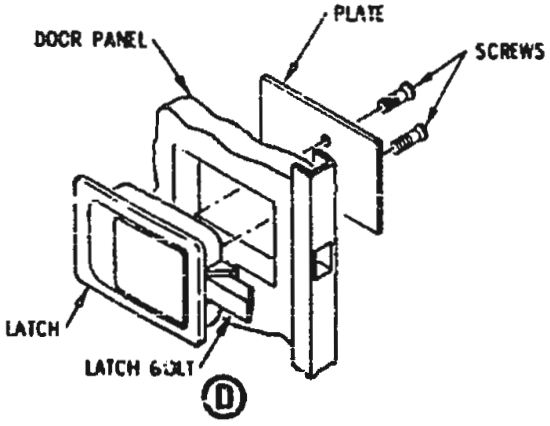
(4) Release latch to closed position.

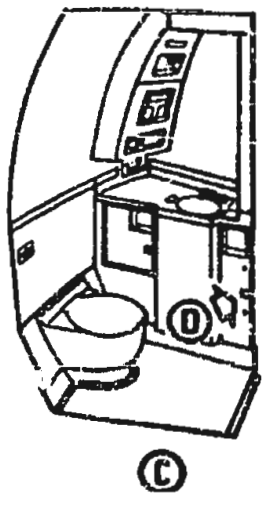
(5) Close cabinet door.











NOTE

THE CABINET LATCH SHOWN IS TYPICAL FOR NUMEROUS LOCATIONS IN THE PASSENGER AND GALLEY COMPARTMENTS, AND THE REMOVAL AND INSTALLATION INSTRUCTIONS ARE BASICALLY SIMILAR, REGARDLESS OF LOCATION.

Cabinet Latch Assembly - Removal and Installation
Figure 401

RETRACTABLE COAT RACK RELAY - REMOVAL AND INSTALLATION

1. General

Relays for all retractable coat racks are located on the aft side above the ceiling of each overhead coat stowage module in zones 240, 260, and 270. All relays are removed and installed identically (Ref. Fig. 401).

2. Referenced Procedure

R 25-26-01 Forward, Mid and Aft Ceiling Trim Drop Panels -
R Removal and Installation

3. Removal/Installation

A. Removal

(1) Lower ceiling panels on aft side of overhead coat stowage module (Ref. 25-26-01).

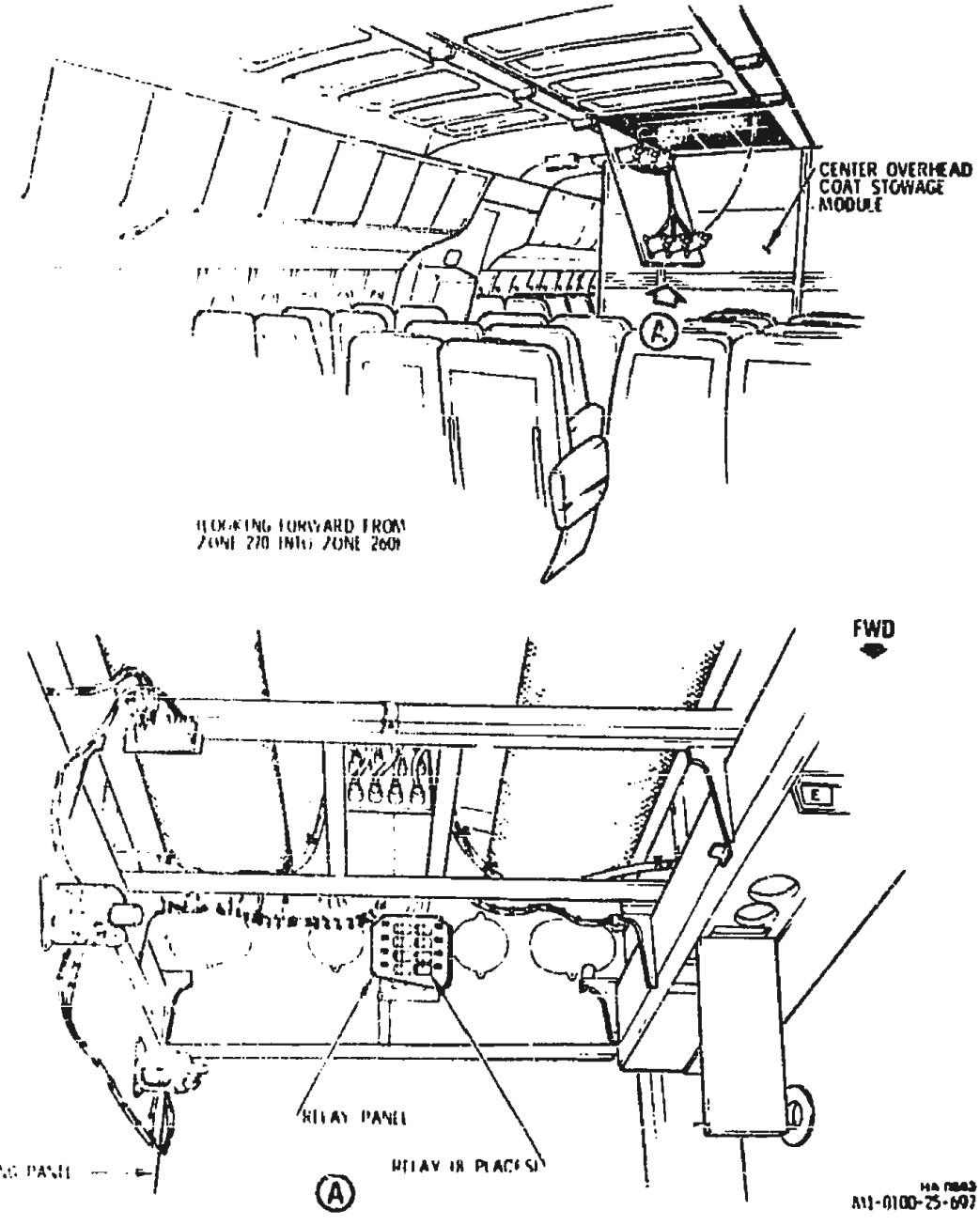
(2) Pull relay from its receptacle and remove from aircraft.

R NOTE: Two relays for each coat rack retractable mechanism assembly are located on aft side of each forward, center and aft overhead coat stowage module.

B. Installation

R (1) Position and push relay into respective receptacle.

R (2) Raise ceiling panels lowered in Step 3A(1) (Ref.
R 25-26-01).



Retractable Coat Rack Relay - Removal and Installation
Figure 401

CR

CENTER LUGGAGE MODULE - REMOVAL AND INSTALLATION

CR 1. General

CR The LH center luggage module is a seat track mounted unit
CR constructed of honeycomb sandwich panels (Ref. Fig. 401).

CR 2. Removal/Installation

CR A. Removal

CR (1) Remove floor carpet from lower compt.

CR (2) Remove tie down fitting cover plates.

CR (3) Rotate knob in direction of arrow to lower stud and
CR place lever in unlock position.

CR (4) Raise module approx. one inch to disengage fitting from
CR seat track.

CR (5) Remove luggage module from aircraft.

CR B. Installation

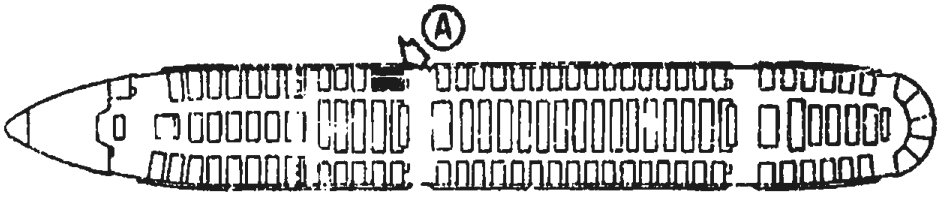
CR (1) Position luggage module to engage fittings in seat
CR tracks.

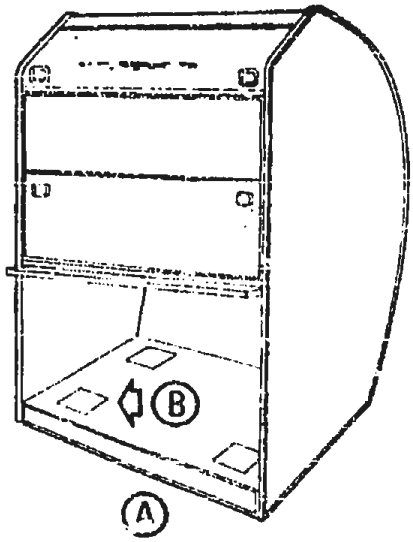
CR NOTE: Unlock lever must be in unlock position and knob
CR must be rotated fully to lower stud direction
CR before installing fitting into seat track.

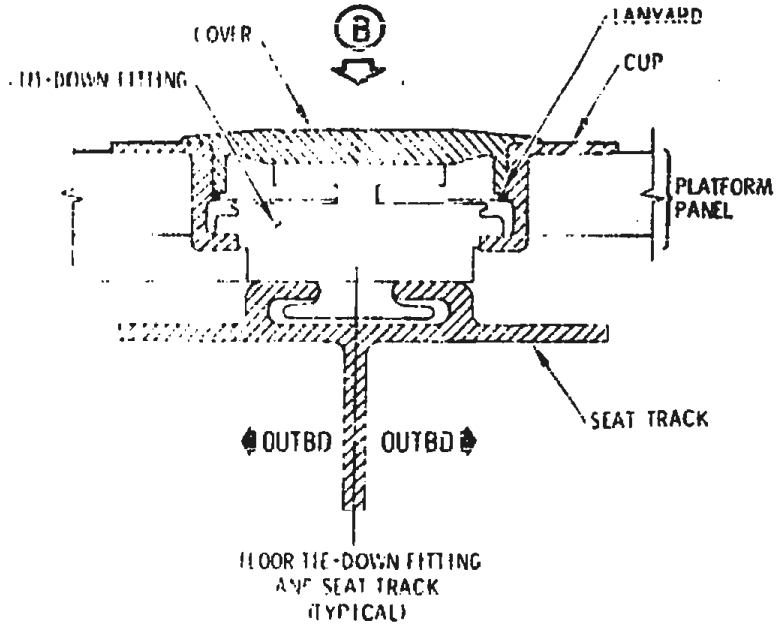
CR (2) Place lock lever to lock position, rotate knob in
CR direction of arrow, raise studs. Hand tighten knob to
CR secure unit.

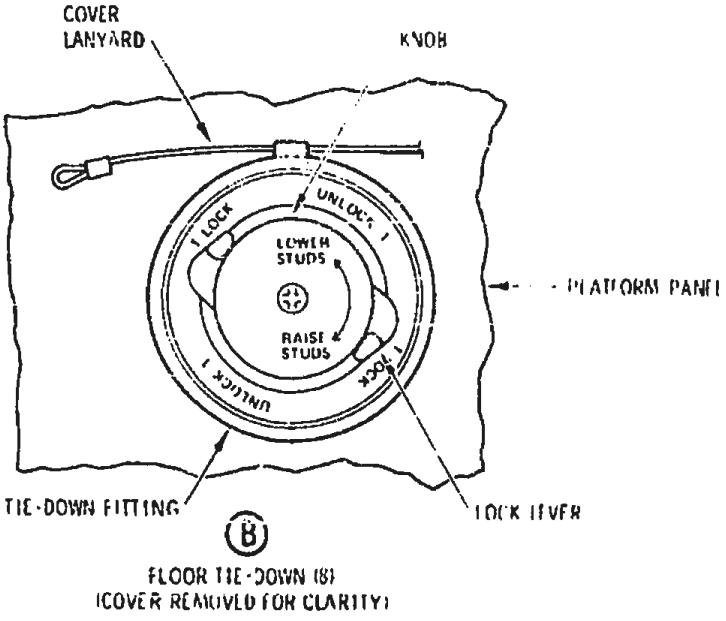
CR (3) Install metal cover plates.

CR (4) Reinstall carpet.









M1-0001-25-2872

CR Center Luggage Module - Removal and Installation
CR Figure 401

EFFECTIVITY: ALL

001B

CR SERVICE CENTER WORK TABLES - REMOVAL AND INSTALLATION

CR 1. General

CR The folding work tables fwd of the mid-cabin (2) and aft service
CR center (2) are mounted to the coat compartment bulkhead and are
CR constructed of a formed plastic cover over a honeycomb core.

CR 2. Removal/Installation

CR A. Removal

CR (1) Raise table to up position and remove lower latch box
CR assembly.

CR (2) Remove mounting screws from vertical support panel.

CR (3) Remove remaining screws from hinge and remove table
CR assy.

CR B. Installation

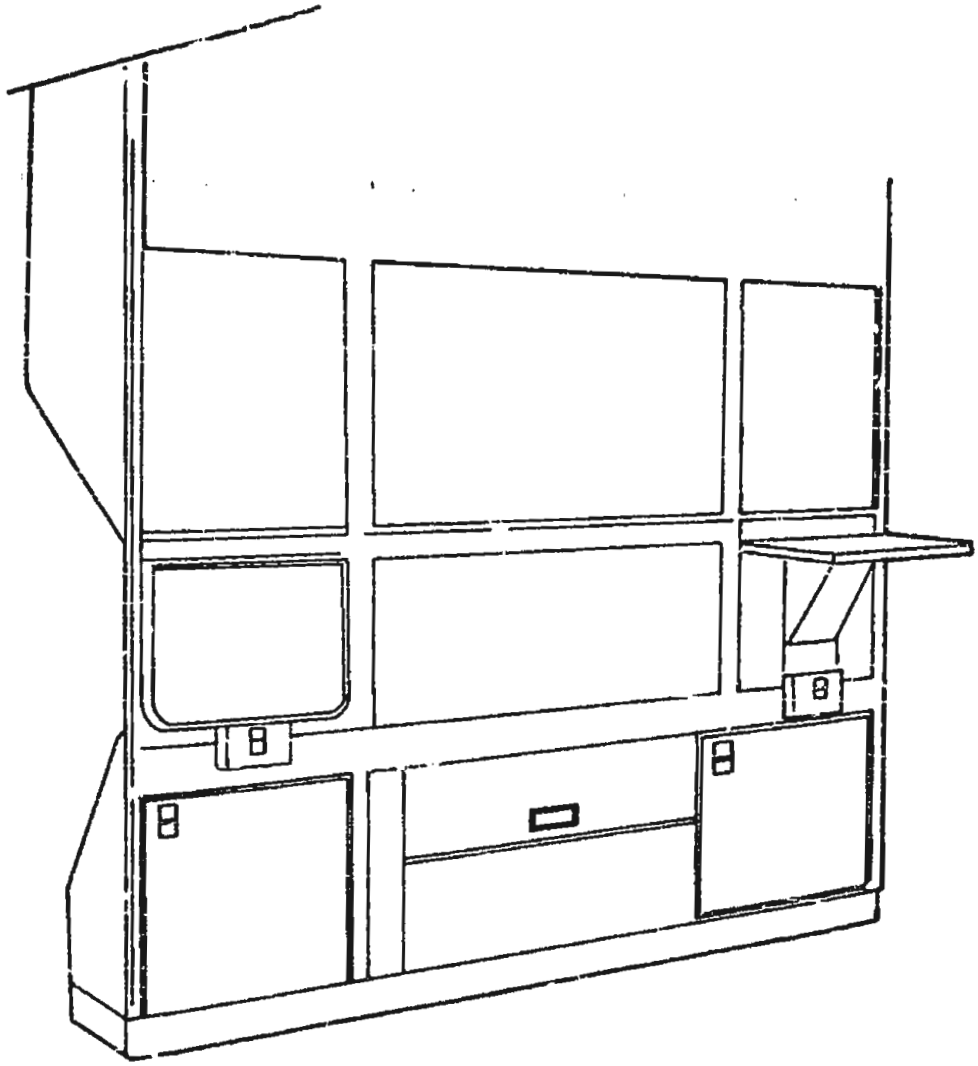
CR (1) Install vertical support panel on bulkhead.

CR (2) Attach table/brace assy to bulkhead.

CR (3) Attach latch box assembly.

CR NOTE: Adjust level of table by means of slotted holes
CR attaching brace to bottom of table.

CR (4) Check tables for proper up and down lock positions.



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CR
CR
Service Center Work Tables - Removal and Installation
Figure 401

R
R
001B
EFFECTIVITY: ALL

PASSENGER COMPARTMENT EQUIPMENT AND FURNISHINGS DESCRIPTION AND OPERATION

1. General

The passenger compartment equipment and furnishings consist of:

Service Outlets

Forward Service Center Partition

Movie Screens

Carpet Sections

Seat Track Cover

Cross-aisle Floor Covering

Movable Class Partition

Passenger Door Warning Strap

2. Service Outlets

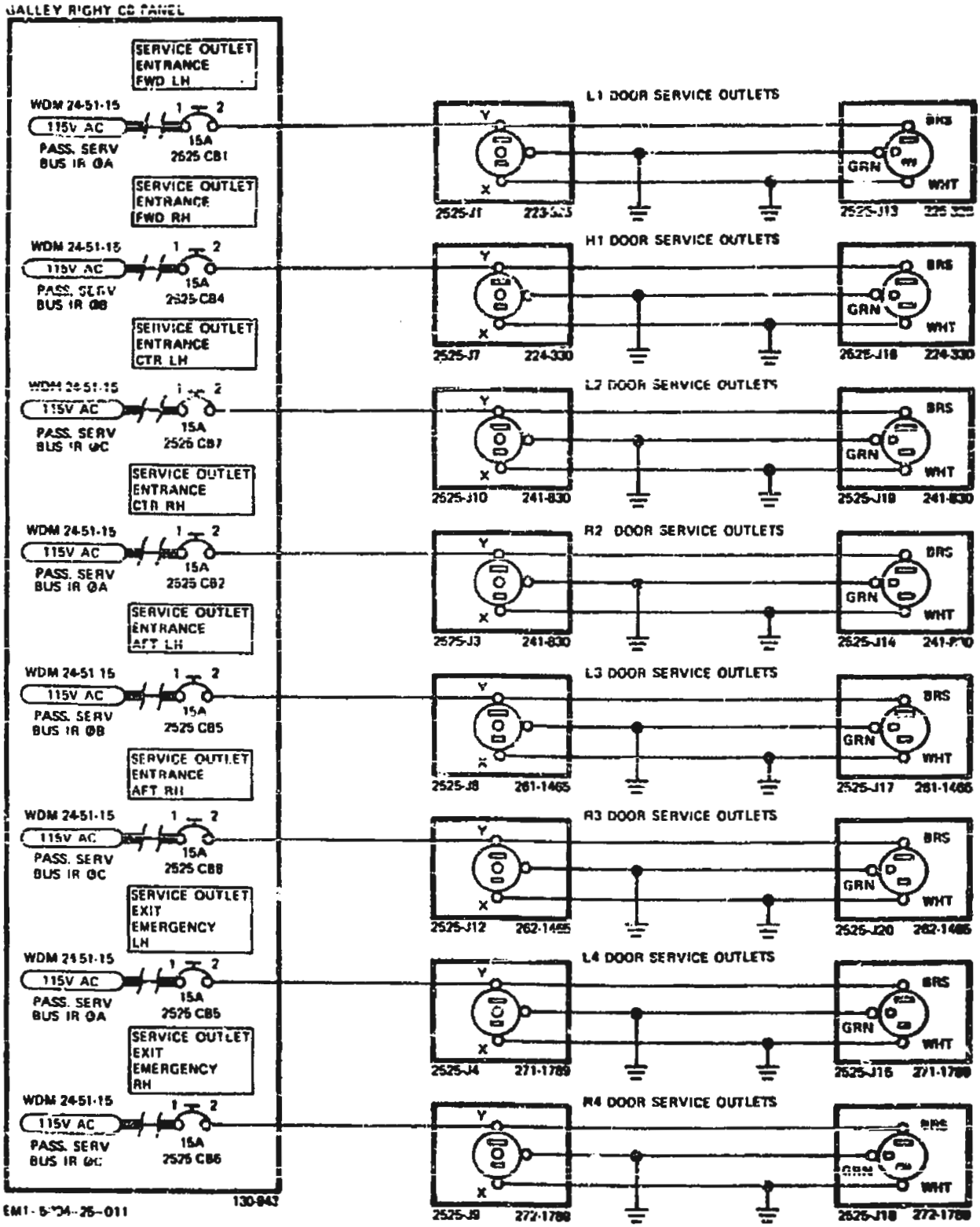
A. Description

The passenger compartment is equipped with eleven 115V ac electrical service outlets (Ref. Fig. 1). One outlet is located forward of each passenger and service door. Two outlets are located at the mid and forward service centers. All outlets are dual receptacles except at the mid service center. The mid service center outlets are single receptacles. Each outlet is a 3-conductor, nonlocking receptacle. Outlets provide electrical power for aircraft interior ground cleaning implements. The outlets are used for food carts during in-flight food service.

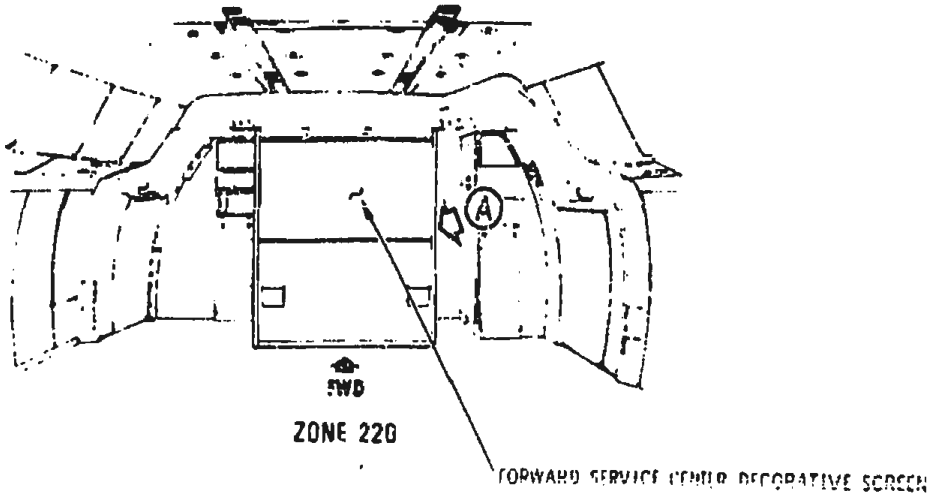
3. Forward Service Center Partition

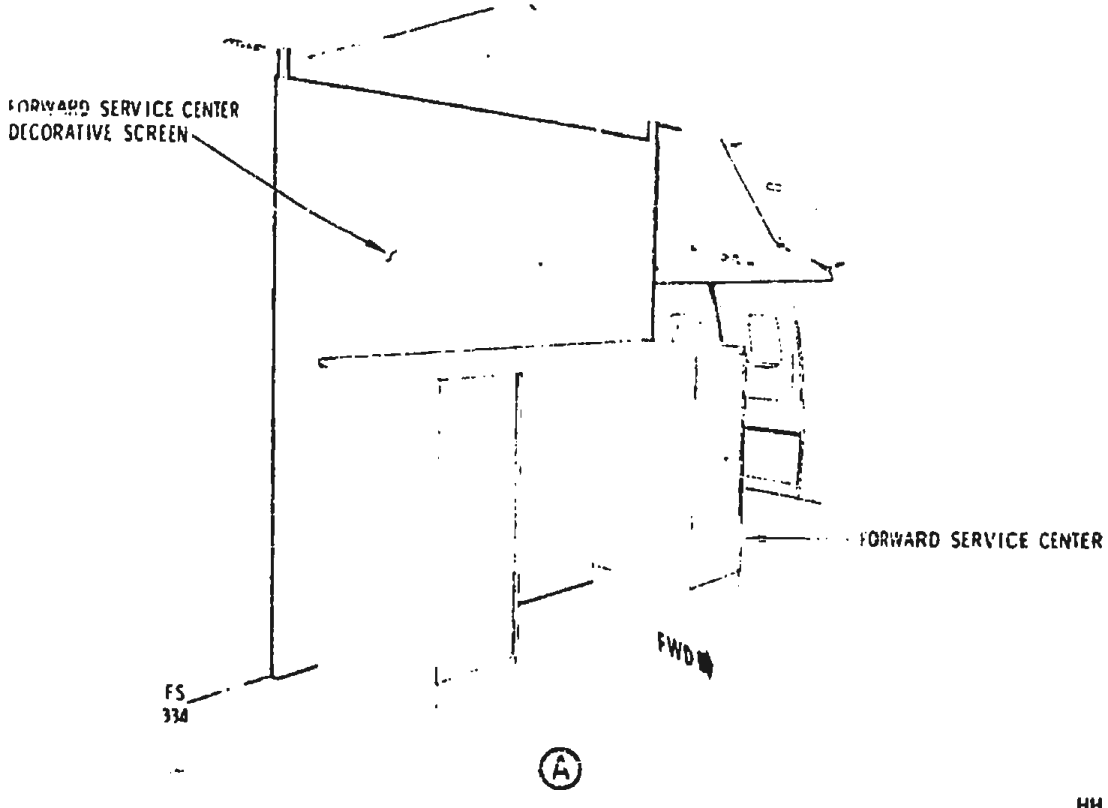
A. Description

R The forward service center partition is located in zone 220 (Ref. 25-00-00, Fig. 2). The partition is constructed of honeycomb sandwich material (Ref. Fig. 2). A decorative plastic material is mounted on the partition face. The partition serves as a screen between the passenger compartment and the forward service center.



R Passenger Compartment Service Outlets Electrical Schematic
R Figure 1





HH 5005
MI-A00-25-089

Forward Service Center Partition
Figure 2

4. Movie Screen

A. Description

CR Provisions are made in zones A, C, D, and E for a flip type movie screen. The flip type movie screen is reversed when
CR not in use to display a multipoint pattern.

5. Carpeted Section

A. Description

R The passenger compartment flooring is carpeted. Carpet sections are removable and replaceable. Coat closet areas are carpeted with the same material as the passenger area. All carpets edges are selvaged.

6. Seat Track Covering

A. Description

Extruded plastic seat track filler strips are installed between the seat assemblies. The covering is attached to floor panels with double-faced adhesive tape.

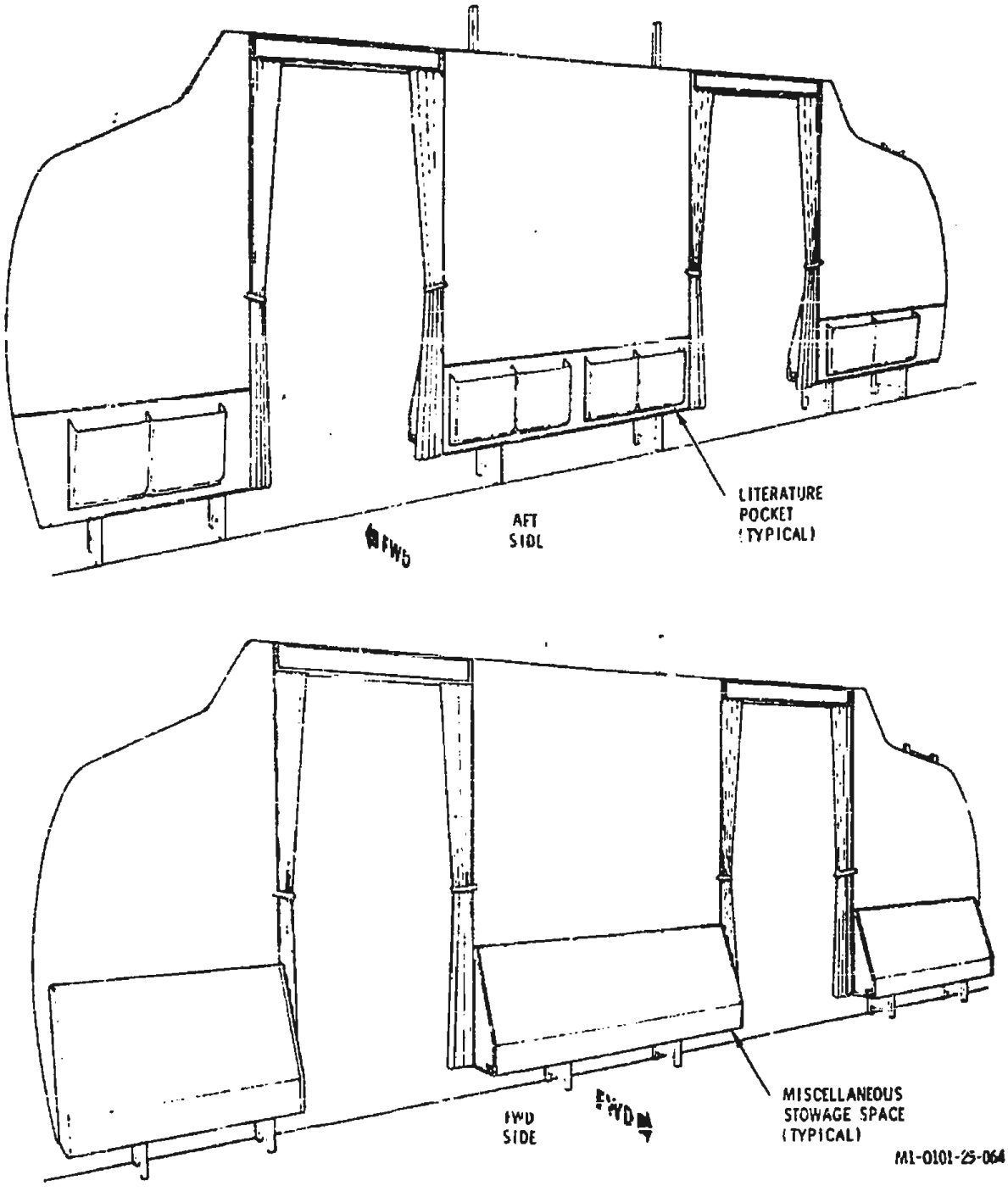
7. Movable Class Partition

A. Description

R A movable class partition is located in zone 240. The partition separates the first class and coach sections (Ref. Fig. 3). There are stowage provisions for passenger articles on each lower side of the partition. The partition consists of three sections secured with two aisle headers. The partition is constructed of honeycomb sandwich material. Decorative Tedlar is mounted on the face of the partition. Wiring is routed inside certain legs of the partition for passenger in-flight entertainment equipment. The partition legs fit into passenger seat tracks for quick removal and installation. Movable curtains cover the partition aisle openings. Provisions are made to retain the curtains in the open position.

8. Passenger Door Warning Strap

A. Description



R
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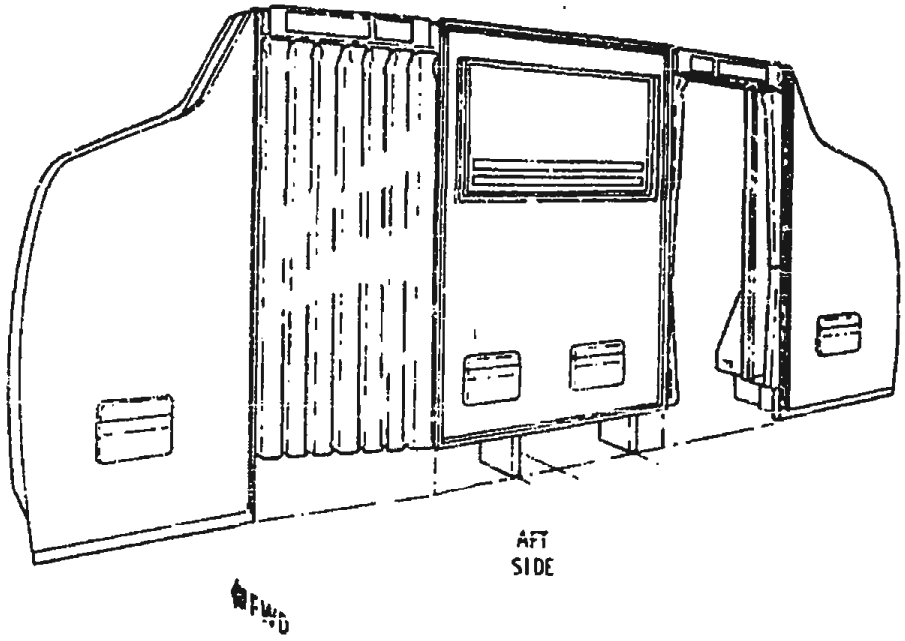
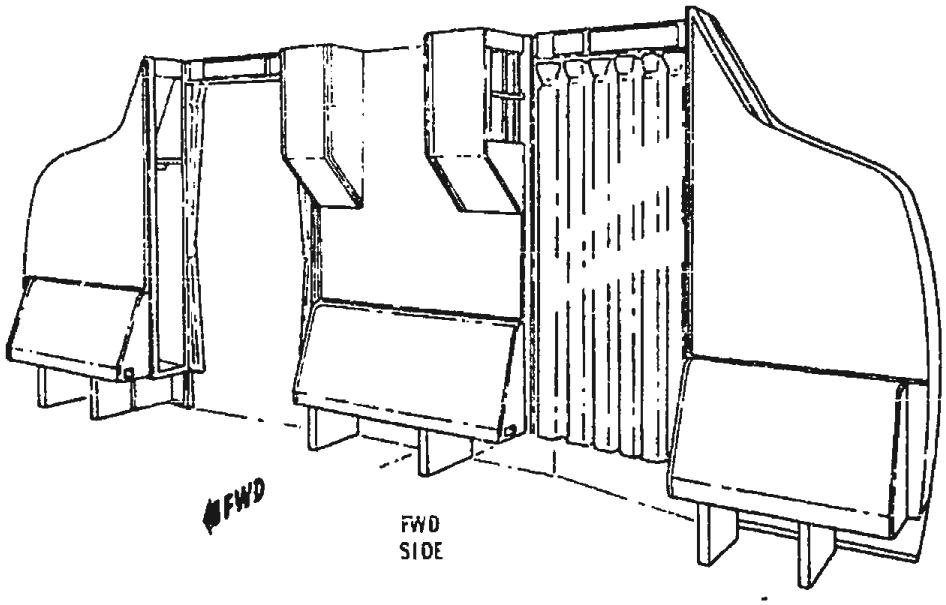
Movable Class Partition
Figure 3





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R Movable Class Partition
R Figure 3

R A warning strap is installed at each passenger door. The strap is spring-loaded to retract into the stowed position (Ref. Fig. 4). The strap is stretched across the door opening when cleaning aircraft interior.

C 9. On aircraft 019, 020, 023-036, Curtain Class Dividers

C A. Description

CR A curtain class divider (Ref. Fig. 5) is located on the L/H C and R/H mid cabin zone 240 area located aft of the last row C coach seat and forward of the cabin attendant seat. When C not in use the curtain is retained in an open position by a C curtain tie-back. When tied open the gathered curtain is C forward of the attendant seat.

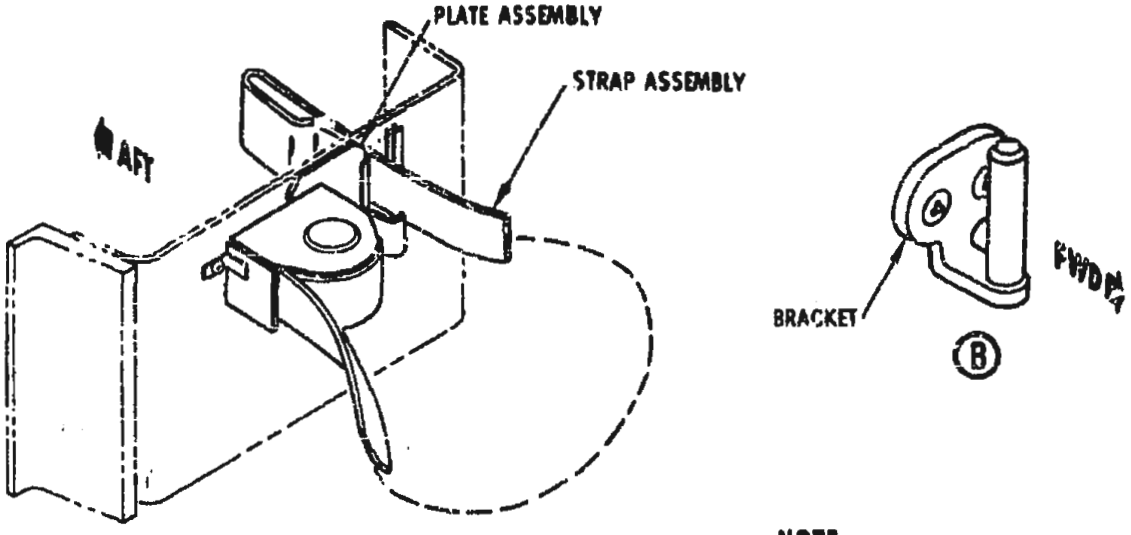
C The curtain tracks are retained to the aft stowage bin door C stop angle by four screws. The inboard end of the track is C attached to the sidewall of the coat compartment by two C screws.

C 10. Alternate Wall Covering

C A. Bulkheads with damaged carpet covering shall have the C existing carpet and carpet trim replaced by alternate C lightweight multipoint fabric and trim. When installing C multipoint trim, use the same type of fasteners, with C existing inserts where possible, used on the removed carpet C trim.

C B. Areas having damaged carpet shall have the alternate C lightweight multipoint fabric and trim installed over total C area to eliminate contrast of carpet and fabric.

C NOTE: Do not butt joint carpet against multipoint fabric on C any bulkhead surface. Bulkhead surface must be total C carpet or total alternate multipoint fabric.

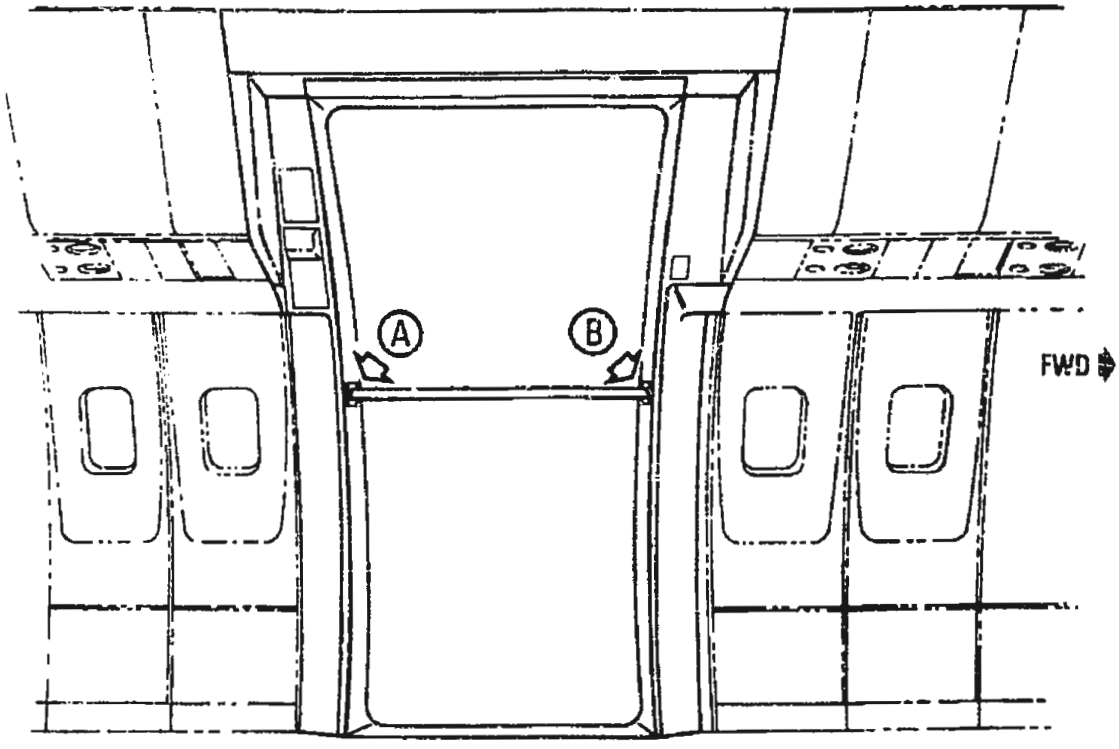


VIEW ROTATED 90° FOR CLARITY

NOTE

STRAP ASSEMBLY IS INSTALLED AT ALL PASSENGER AND EMERGENCY DOORS

STRAP ASSEMBLY (SHOWN EXTENDED)

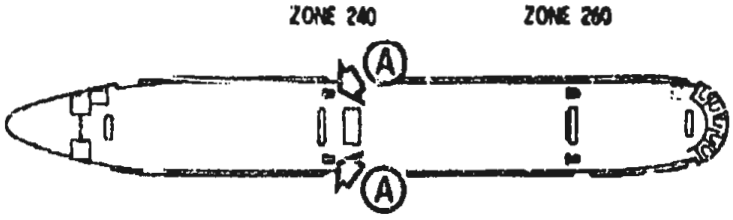


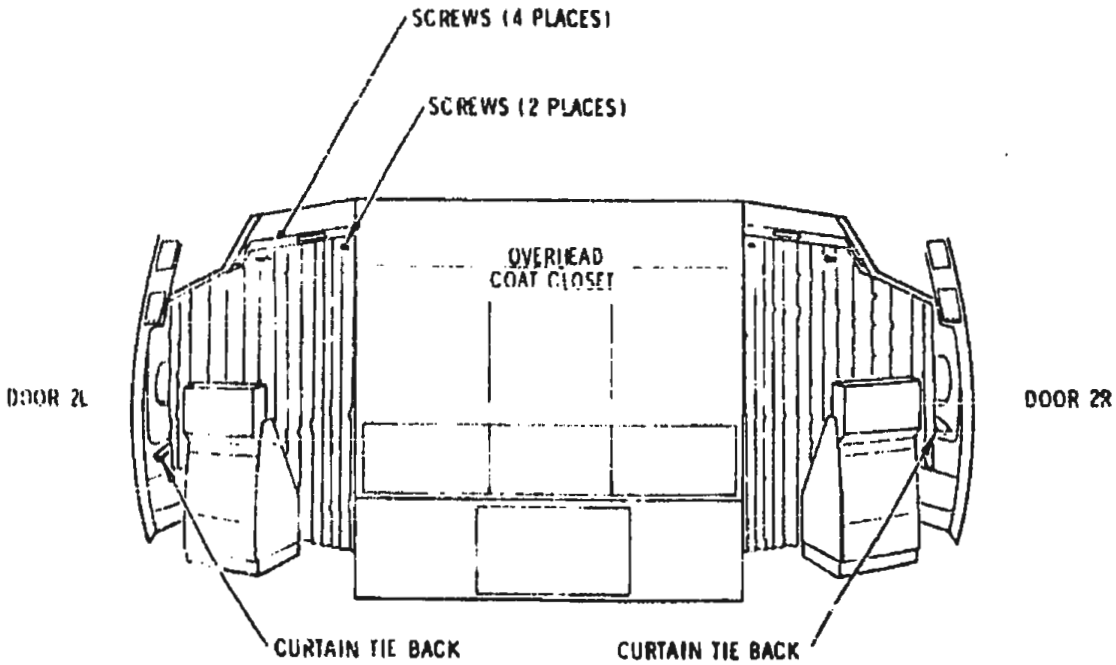
PASSENGER COMPARTMENT

LEFT SIDE SHOWN, RIGHT SIDE OPPOSITE
(TYPICAL 8 PLACES)

M1-0101-25-104

R Passenger Door Warning Strap
R Figure 4





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CR
CR

Curtain Dividers
Figure 5

R
R
001B

EFFECTIVITY: 017,020,023-036

SEAT TRACK COVER - REMOVAL AND INSTALLATION

1. General

Seat Track covers are installed between exposed passenger seat tracks (Ref. Fig. 401).

2. Removal/Installation

A. Removal

(1) Take hold of seat track cover edge and pull upward.

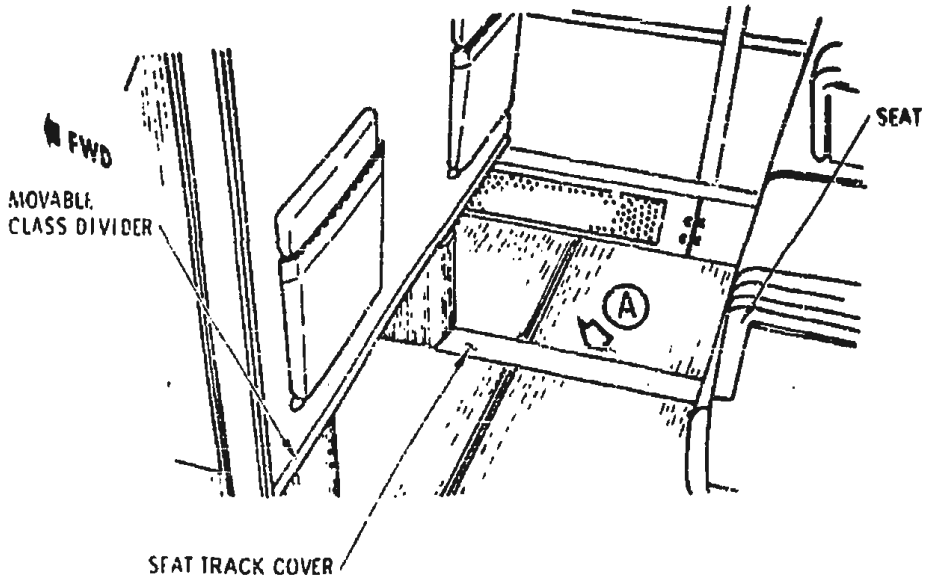
B. Installation

CR CAUTION: THE R.H. OUTBOARD SEATS OF ZONE D AND E HAVE AN INBOARD SEAT TRACK WITH THE EGRESS LIGHT TRACK ALONG THE INBOARD SIDE OF THE TRACK AND AN AUDIO CABLE ALONG THE OUTBOARD SIDE OF THE TRACK. THE SEAT TRACK COVERS USED ON THESE TRACKS HAVE A WIDE FLANGE TO COVER THE AUDIO CABLE. IF THE WIDE FLANGE OF THE SEAT TRACK COVER IS PLACE OVER AND COVERING THE LIGHTED PORTION OF THE EGRESS LIGHT TRACK, THE EGRESS LIGHT TRACK REQUIREMENTS ARE VIOLATED.

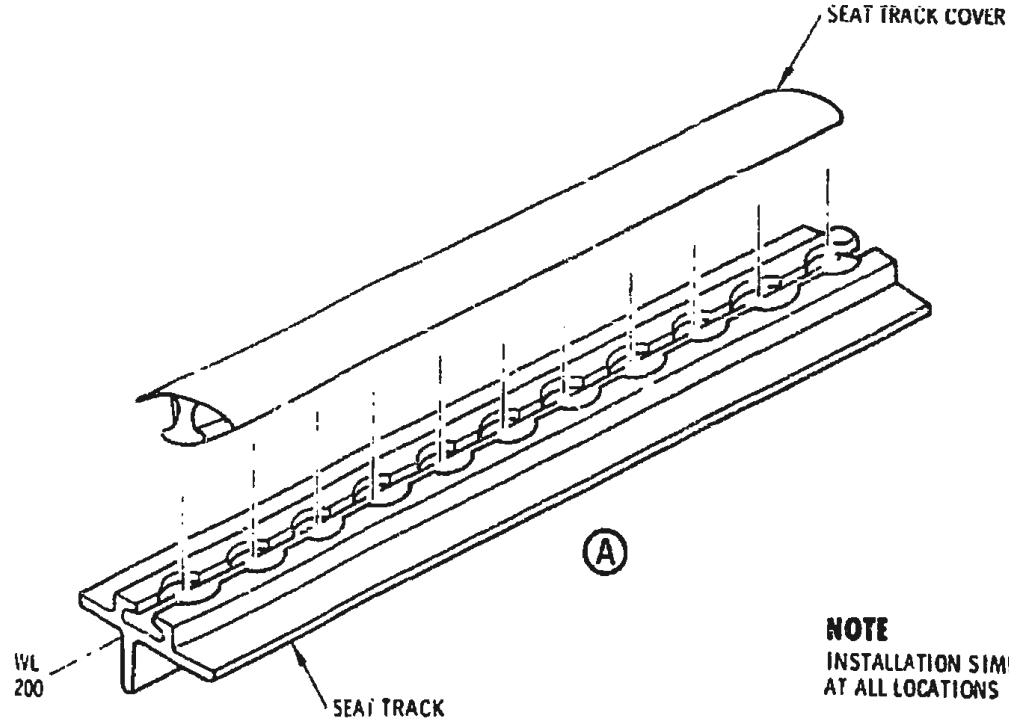
CR (1) Place seat track cover over seat track. Assure flange of seat track cover does not cover lighted portion of egress light track where installed.

CAUTION: DAMAGE CAN OCCUR TO SEAT TRACK COVER IF NOT PROPERLY POSITIONED IN SEAT TRACK.

(2) Snap seat track cover into position by applying manual (hand) pressure to top of cover.



FORWARD PASSENGER COMPARTMENT



NOTE
INSTALLATION SIMILAR AT ALL LOCATIONS

MI-0000-25-2405

R R Seat Track Cover - Removal and Installation
Figure 401

R R 0018 EFFECTIVITY: ALL

R

CROSS AISLE FLOOR COVERING

R 1. General

R On aircraft without SB25-429,
R vinyl sections are located at cross aisles, galley and lavatory
R areas. All vinyl is mounted to floor panels with double face
R tape. Joints are butted with soft vinyl weld rods.

R On aircraft with SB25-429,
R vinyl sections with Nomex padding are located at cross aisles,
R galley and lavatory areas. Nomex pads are bonded to under side
R of vinyl sections. Vinyl padded sections are then mounted to
R floor panels with double face tape. Joints are butted with soft
R vinyl weld rods.

R 2. Equipment and Materials

R Double face Tape, 1- and 2-inch LAC Spec C-24-1257, or
R equivalent

R Solvent, Trichloroethane, Inhibited, MIL-T-81533, or equivalent

R Solvent, Isoprophyl Alcohol, TT-1-735, or equivalent

R Welding Rod, Soft Vinyl, Colored, Insulation Supply Company
R (FSCM 06952), Part No. B316, Torrance, California

R Adhesive, Contact, for Decorative Trim, Wilhold Glues Inc. (FSCM
R 01525), Safeguard Contact Cement No. 93ES (spray) or 121ES
R (roll/brush), Santa Fe Springs, California

R Adhesive, Silicone, Two Part, D Aircraft Products (FSCM 58093),
R Part No. 3300, Anaheim, California

R Adhesive, Silicone, One Part, RTV, Clear, General Electric (FSMC
R 01139) Part No. RTV118, Waterford, New York

R Plastic Welder, Kamweld Model 34-AW, Ryan Herco Products Corp.
R (FSMC 51671) Burbank, California, or

R Leister Hot Air Welding Pistol "Diode" with Leister High
R Pressure Blower "Minor", Insulation Supply Company (FSMC06952),
R Torrance, California or equivalent

R 3. Removal/Installation

R A. Removal - Vinyl

R (1) Remove items necessary for removal of a vinyl section.

R (2) Grasp edge of vinyl and pull upward.

R (3) Remove from aircraft.

R B. On aircraft without SB25-429,
R Installation - Vinyl

R (1) Position and trim a new vinyl section so a gap of 0.06
R to 0.09 inch is achieved between adjoining vinyl
R sections.

R WARNING: USE TRICHLOROETHANE OR ISOPROPHYL ALCOHOL IN
R WELL-VENTILATED AREA. PROLONGED EXPOSURE MAY
R CAUSE LUNG OR EYE IRRIATION.

R CAUTION: DO NOT USE METHYL ETHYL KEYTONE (MEK) NAPTHA
R (LCM32-1087) AND METHYLENE CHLORIDE (LAC 32-337)
R FOR CLEANING FIBERLAM OR ALUMINUM FACE FLOOR
R BOARD/PANEL.

R (2) Clean floor before installing vinyl. If necessary,
R remove old double-face tape using Trichloroethane,
R Isoprophyl Alcohol or equivalent.

R (3) Scuff sand floor panels and remove sanding residue from
R panels.

R (4) Apply double-face tape to 100% of floor panel surface.

R (5) Apply vinyl to tape maintaining 0.06 to 0.09 in gap
R between sections.

R (6) Weld butt joints with soft vinyl welding rods.

R NOTE: Butt weld joints with Kamweld Model 34-AW or
R Leister hot air welding pistol "Diode" with
R Leister high pressure blower "Minor" attached or
R equivalent. Use equipment in accordance with
R manufacturers instructions.

R (7) Sand weld bead to avoid excessive protrusion of weld
R bead.

R (8) Seal edges with silicone adhesive.

R B. On aircraft with SB25-429,
R Installation - Vinyl and Nomex Pad

R Position and trim a new vinyl and Nomex pad so a gap between
R adjoining vinyl sections is 0.06 to 0.09 inch.

R (1) Position and trim vinyl section and Nomax pad in
R aircraft.

R NOTE: Trim vinyl to achieve a 0.06 to 0.09 inch gap
R between sections.

R WARNING: USE TRICHLOROETHANE OR ISOPROPHYL ALCOHOL IN
R WELL-VENTILATED AREA. PROLONGED EXPOSURE MAY
R CAUSE LUNG OR EYE IRRITATION.

R CAUTION: DO NOT USE METHYL ETHYL KEYTONE (MEK), NAPTHA
R (LCM32-1087) AND METHYLENE CHLORIDE (LAC 32-337)
R FOR CLEANING FIBERLAM OR ALUMINUM FACE FLOOR
R BOARD/PANEL.

R (2) Clean floor panels before installing vinyl and Nomex
R pads. If necessary, remove old double-face tape using
R Trichloroethane, Isopropyl Alcohol or equivalent.

R (3) Scuff sand floor panels and remove all sanding residue
R from panels.

R (4) Apply silicone adhesive, two part to rubber side of
R Nomex pad and under side of vinyl. Allow adhesive to
R dry a minimum of a half-hour.

R NOTE: Assemble vinyl and Nomex pad outside aircraft.

R (5) Mate vinyl and Nomex pad together, taking care to
R prevent any wrinkles in padding.

R (6) Spray a coat of contact adhesive on felt side of Nomex
R pad. Allow to dry a minimum of one hour.

R (7) Apply double-face tape to 100% of floor panel surface.

R (8) Apply vinyl/Nomex padding to tape maintaining 0.06 to
R 0.09 inch gap between segments.

R (9) Weld butt joints with soft vinyl welding rods.

R NOTE: Butt weld joints with Kamweld Model 34-AW or
R Leister hot air welding pistol "Diode" with
R Leister high pressure blower "Minor" attached or
R equivalent. Use equipment in accordance with
R manufacturers instructions.

R (10) Sand weld bead to avoid excessive protrusion of weld
R bead.

R (11) Seal edges with silicone adhesive.

MOVABLE CLASS PARTITION - REMOVAL AND INSTALLATION

1. General

The movable class partition separates the first class and coach sections. The movable class partition is mounted on the seat track, and can be moved forward or aft to change passenger compartment seating configuration (Ref. Fig. 401).

2. Removal/Installation

A. Removal

(1) On galley right circuit breaker panel, zone 131, open and tag:

ORDINANCE SIGNS - NO SMOKING

RH (A16)

LH (A17)

ORDINANCE SIGNS - FASTEN SEAT BELTS

RH (A18)

LH (A19)

RTN TO CABIN (A20)

(2) Disconnect partition electrical connector at lower outboard side of right partition.

(3) Remove washer and bolt at each end of ordinance sign between partitions, and partially remove ordinance sign.

(4) Disconnect one electrical connector for left ordinance sign (inboard side), and two electrical connectors for right ordinance sign (inboard and outboard sides). Remove ordinance sign from partition.

R R (5) Unsnap and remove shroud assembly installed around movable class partition legs.

(6) Lift up handle on shear pin assembly, and rotate 90 degrees.

(7) Support partition in preparation for removal from aircraft.

(8) Remove nuts attaching bolts (studs) to seat track and class divider legs.

R (9) Slide movable class partition aft to disengage bolts from seat track, and remove partition from aircraft.

B. Installation

(1) Verify circuit breakers in step 2A(1) are open and tagged.

R (2) Position movable class partition into aircraft.

R (3) Engage bolts into seat tracks and slide movable class partition forward approximately one-half inch.

(4) Engage handle of shear pin assembly into seat track, and rotate handle 90 degrees.

R R (5) Tighten nuts on seat track bolts to assure bolts are snug against track shoulder.

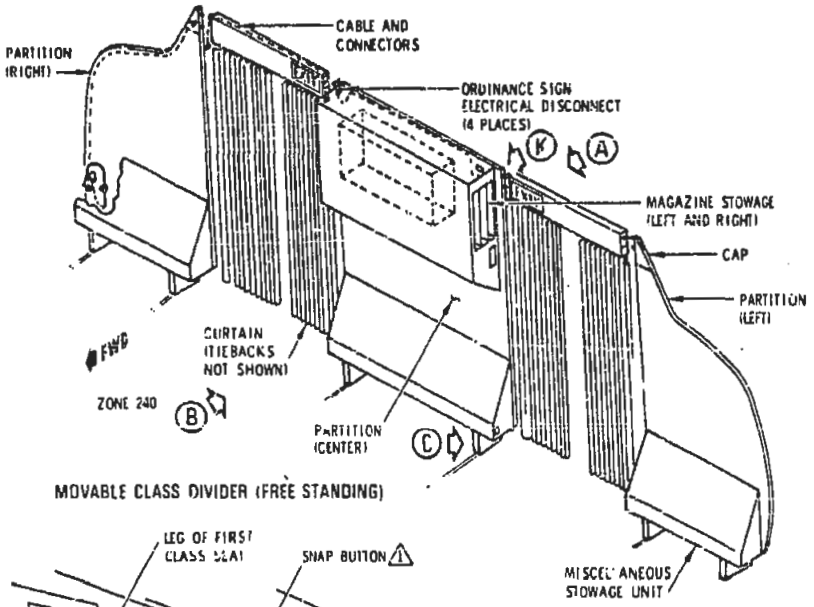
(6) Install shroud assembly around class divider legs by snapping ends of shroud together.

R R (7) Raise ordinance sign into position. Connect electrical connector from sign to connector in movable class partition.

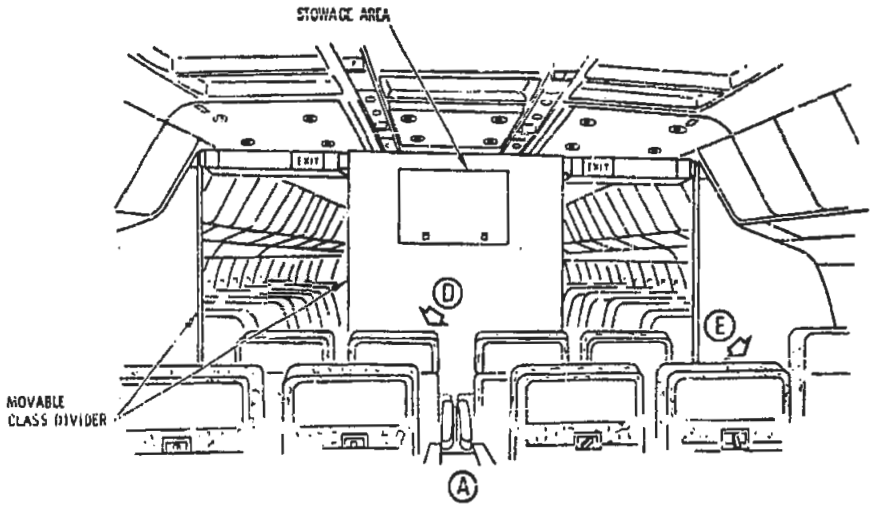
(8) Place ordinance sign in installed position. Install washer and bolt installing each end of sign to partitions.

(9) Connect partition electrical connector at lower outboard side of right partition.

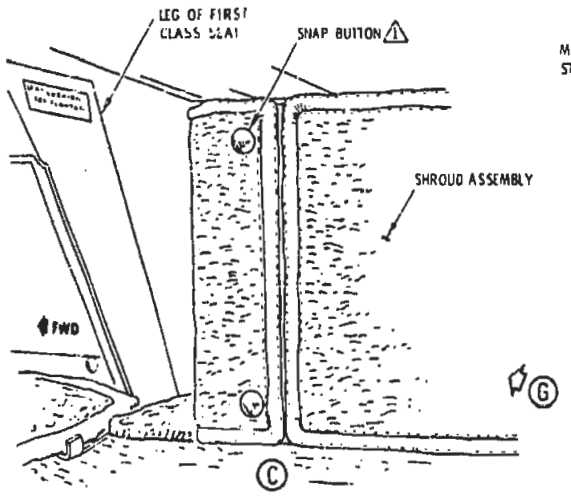
(10) Remove tag and close circuit breakers opened in Step 2A(1).



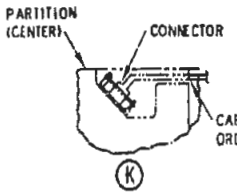
MOVABLE CLASS DIVIDER (FREE STANDING)



(LOOKING FORWARD FROM COACH COMPARTMENT INTO FIRST CLASS AREA)



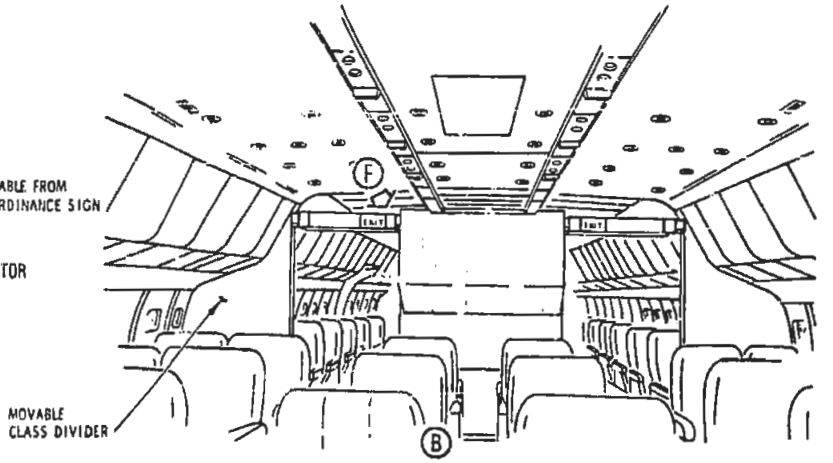
CLASS DIVIDER LEG (TWO LEGS PER PARTITION) (CENTER PARTITION SHOWN)
(VIEWED FROM AFT SIDE)



CABLE ATTACHED TO CONNECTOR

NOTE

⚠ SHROUD ASSEMBLY SNAP BUTTONS ON EACH PARTITION PAIR OF LEGS MUST BE INSTALLED TOWARD EACH OTHER



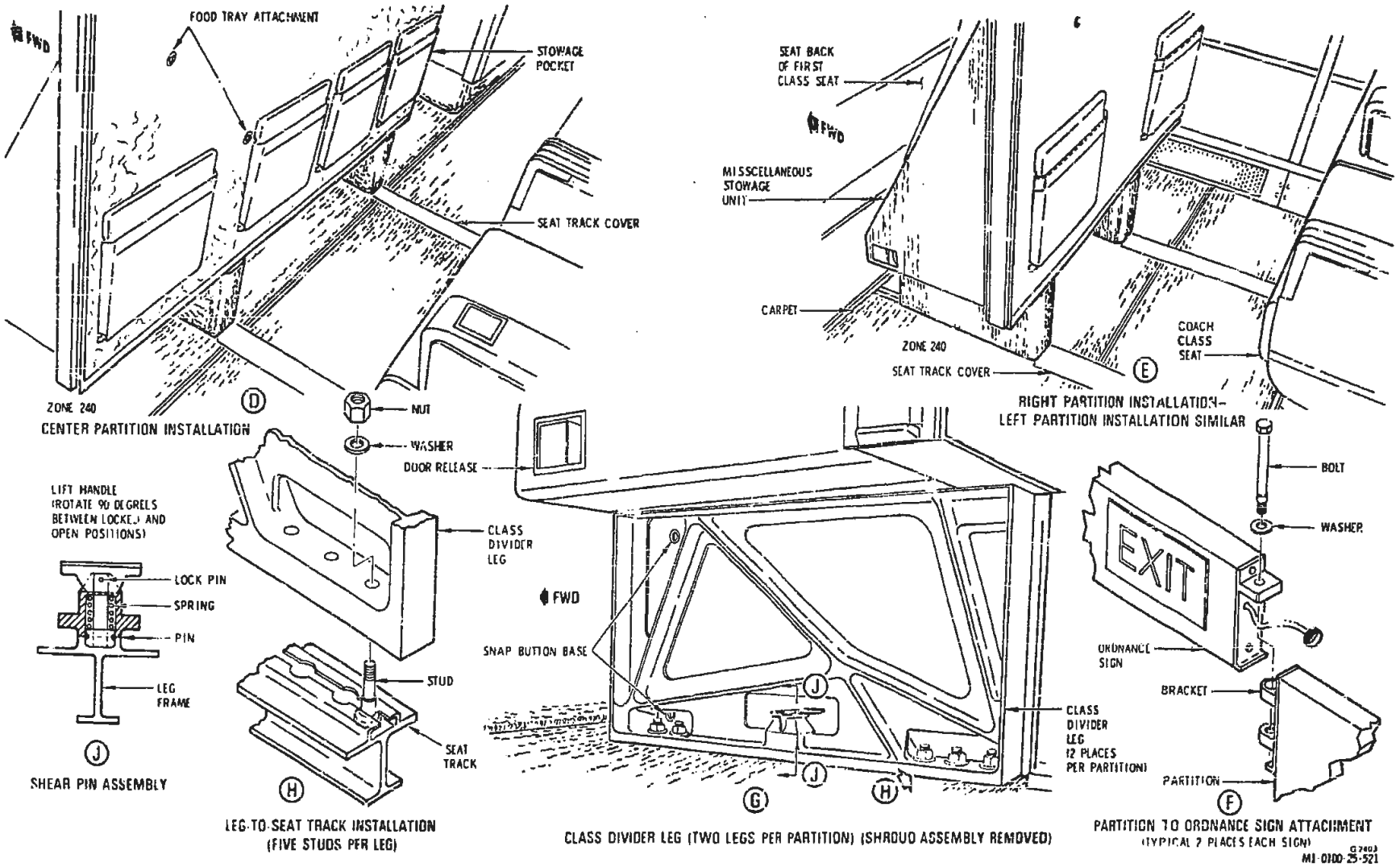
(LOOKING AFT FROM FIRST CLASS COMPARTMENT INTO COACH CLASS AREA)

MI-0101-25-356

Movable Class Partition - Removal and Installation
Figure 401 (Sheet 1)

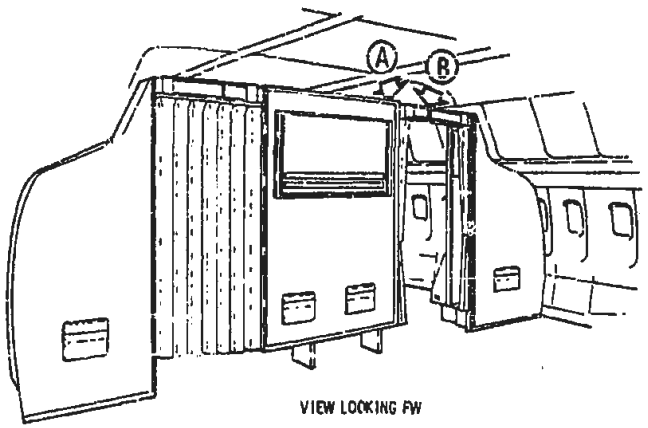
R
R
001B

EFFECTIVITY: 001-031

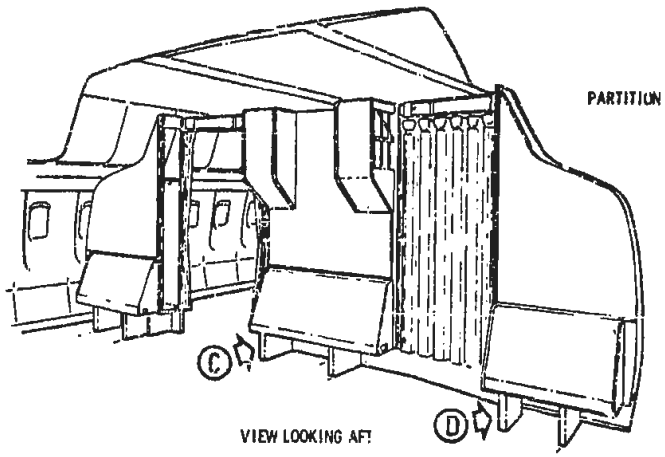


Movable Class Partition - Removal and Installation
Figure 401 (Sheet 2)

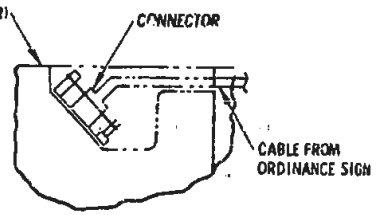
R
R
001B EFFECTIVITY: 001-031



VIEW LOOKING FW

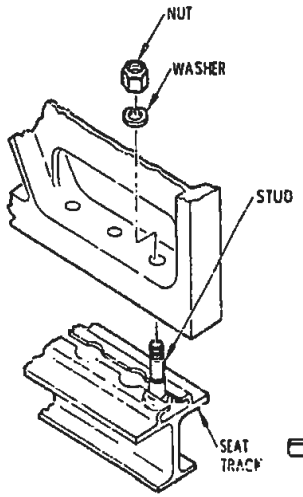


VIEW LOOKING AFT

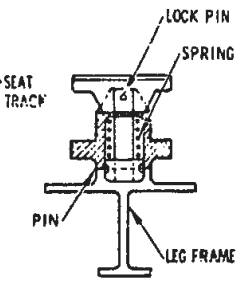


CABLE ATTACHED TO CONNECTOR

(A)



(E)



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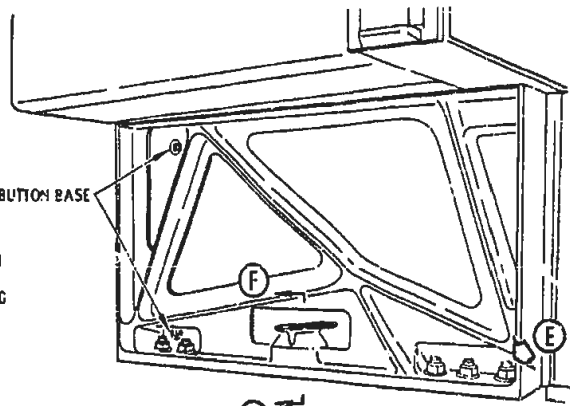
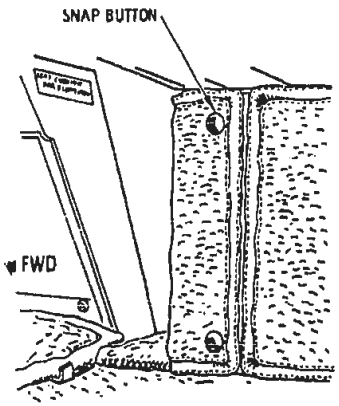


(F)

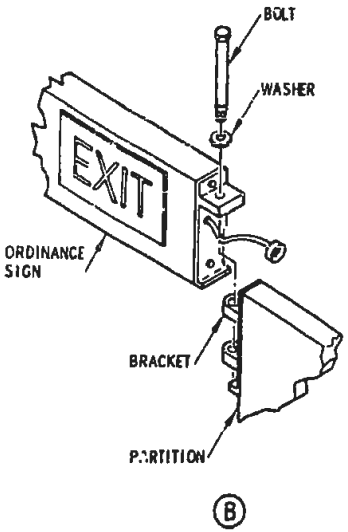
CLASS DIVIDER LEG

(D)



SHROUD ASSEMBLY

(C)



(B)

M1-0000-25-2565

R Movable Class Partition - Removal and Installation
R Figure 401

R EFFECTIVITY: 032-999
R
001B

PASSENGER DOOR WARNING STRAP - REMOVAL AND INSTALLATION

1. General

R A warning strap is located at each passenger entry and emergency
R exit door in zones 220, 240, 260 and 270. All warning straps are removed and installed identically (Ref. Fig. 401).

2. Referenced Procedure

25-26-10 Sidewall Trim Panels - Removal and Installation

3. Removal/Installation

A. Removal

(1) Remove door liner assembly (Ref. 25-26-10).

(2) Remove bolts and washers attaching warning strap assembly to bracket and spacer plate assembly.

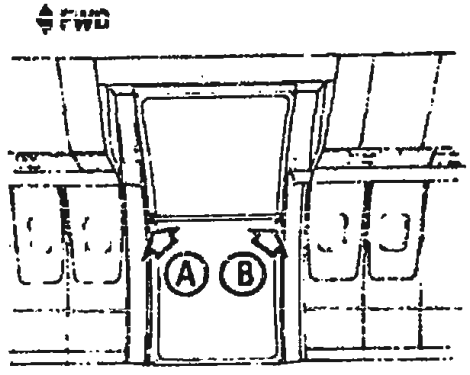
(3) Remove warning strap from aircraft.

B. Installation

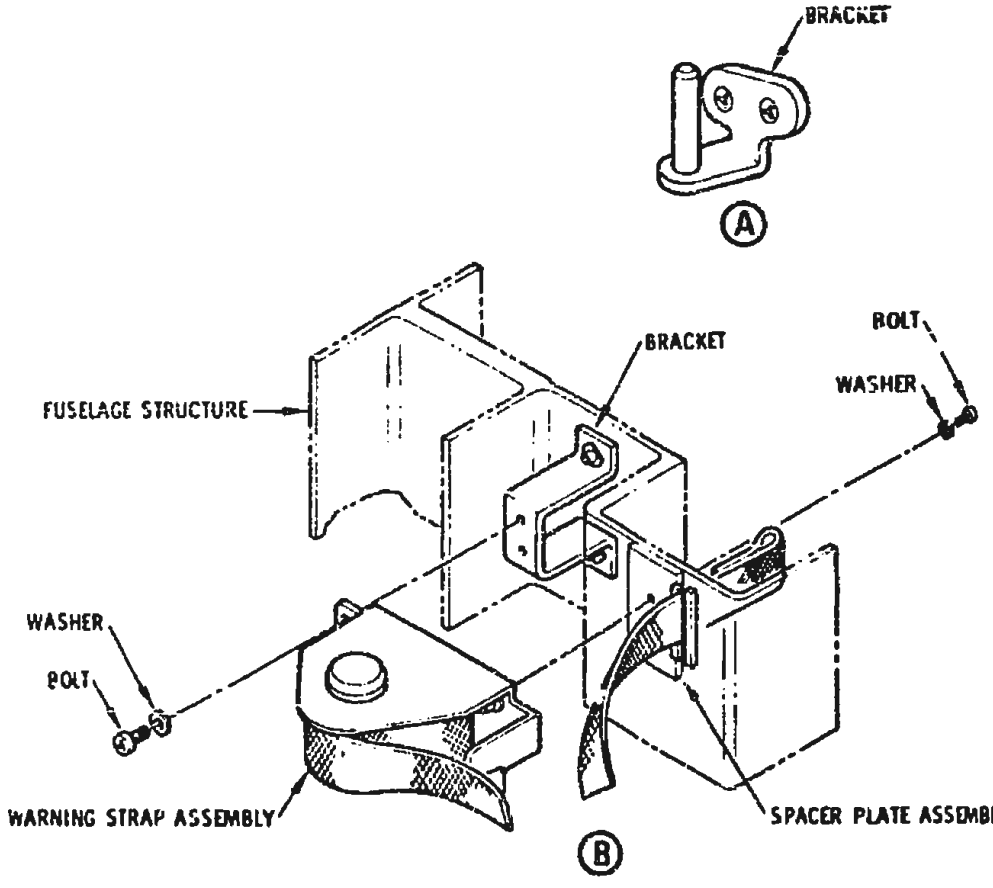
(1) Position warning strap assembly at aft side of door area.

(2) Install washers and bolts attaching warning strap assembly to bracket and spacer plate assembly.

(3) Install door liner assembly (Ref. 25-26-10).



R2 DOOR
(ALL OTHER DOOR TYPICAL)



MI-0103-25-700

R Passenger Door Warning Strap - Removal and Installation
R Figure 401

C **Baggage Restraint Bar - Removal/Installation**

C 1. General

C A. Baggage restraint bars are installed at the aft chair legs
C of the first seat row forward of the aft most RH and LH
C doors to prevent passenger baggage from entering the
C doorways.

CR 2. Remove Baggage Restraint Bar

C A. Release baggage bar floor track attachment fittings.

C B. Move baggage bar forward of aft about 1/2 inch to clear
C studs from tracks.

C C. Remove baggage bar by lifting directly upward.

CR 3. Install Baggage Restraint Bar

C A. Place baggage bar in position such that the floor track
C attachment fitting studs enter circular cutouts in floor
C tracks.

C B. Move baggage bar forward or aft to correct baggage bar
C location and ensure floor track fitting studs are centered
C between floor track circular cutouts.

C NOTE: Locate baggage bar as close as possible to the aft
C chair legs.

C C. Lock floor track attachment fittings to secure baggage bar
C to floor tracks.

PASSENGER COMPARTMENT TRIM AND INSULATION DESCRIPTION AND OPERATION

1. General

The passenger compartment is acoustically insulated and lined with flameproof material. Decorative trim panels cover the sidewalls and ceiling (Ref. Fig. 1).

The passenger compartment trim and insulation consists of:

Ceiling Drop Panels

Window Shades

Ceiling Luminaires

Passenger Door Shroud and Trim

Insulation

Sidewall Trim Panels

Aspirator Grille and Jet Pump Assembly

Valances

Attendant Control Panels

2. Ceiling Trim Forward Drop Panels

A. Description

The ceiling trim forward drop panels are constructed of honeycomb core material. Fire-resistant glass fabric is mounted to each side of the panel. A layer of decorative Tedlar is laminated to the interior side of each panel. Panels are hinged on one side for easier access to units located above the ceiling. The opposite side of each panel is equipped with ceiling panel latch bolts (quick release type). The outboard ceiling panels are restrained by a lanyard attached between the outboard overhead (sidewall) stowage module and the panel (Ref. Fig. 2).

3. Ceiling Trim Mid Drop Panels

A. Description

The ceiling trim mid drop panels are identical to the forward drop panels except for size and location (Ref. Para. 2).

4. Ceiling Trim Aft Drop Panels

A. Description

The ceiling trim aft drop panels are identical to the forward panels except for size and location (Ref. Para. 2).

5. Window Shades

A. Description

A slide type window shade is provided on each passenger window and each passenger door window.

Each window shade is individually adjustable to restrict the influx of outside light.

6. Ceiling Luminaires

R A. Description

R Opaque plastic ceiling luminaires are installed in the
R passenger compartment (Ref. Fig. 3). A hinged dust cover is attached to the top of each luminaire. A C-shaped lamp is mounted inside each luminaire. The hinged dust cover and luminaire can be lowered as an assembly. The luminaire is removable from the hinged dust cover.

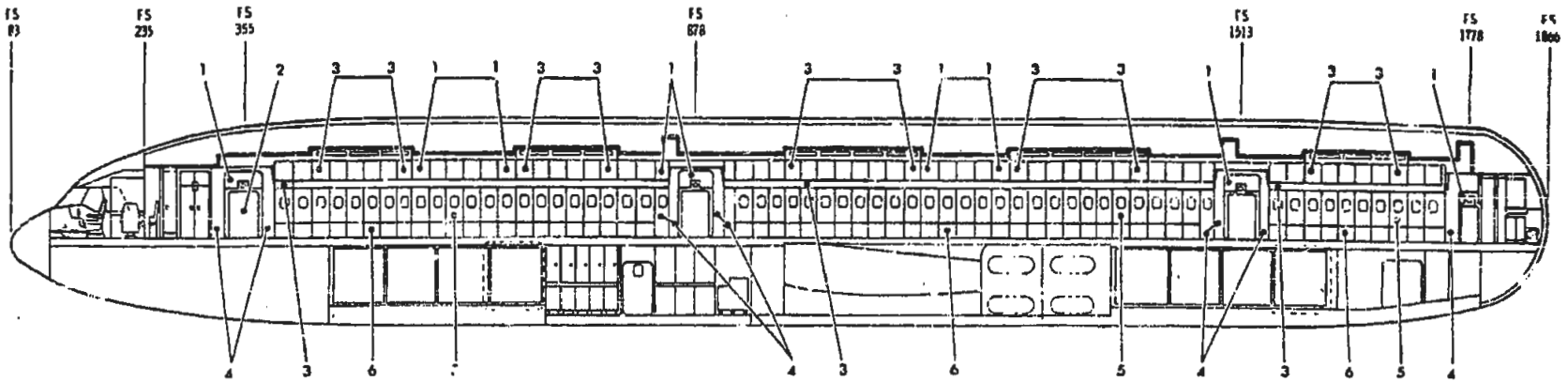
7. Passenger Door Shroud and Trim

A. Description

Each passenger door is equipped with a shroud and trim. The shroud is the ceiling panel with a trap door located above the entryway to accommodate the passenger door in the open position. Decorative trim surrounds the entryway (Ref. Fig. 4)

8. Insulation

A. Description



PROFILE VIEW

CEILINGS, WINDOW REVEALS, SCUFF TRIM, DOOR TRIM, OUTBOARD OVERHEAD STOWAGE MODULES

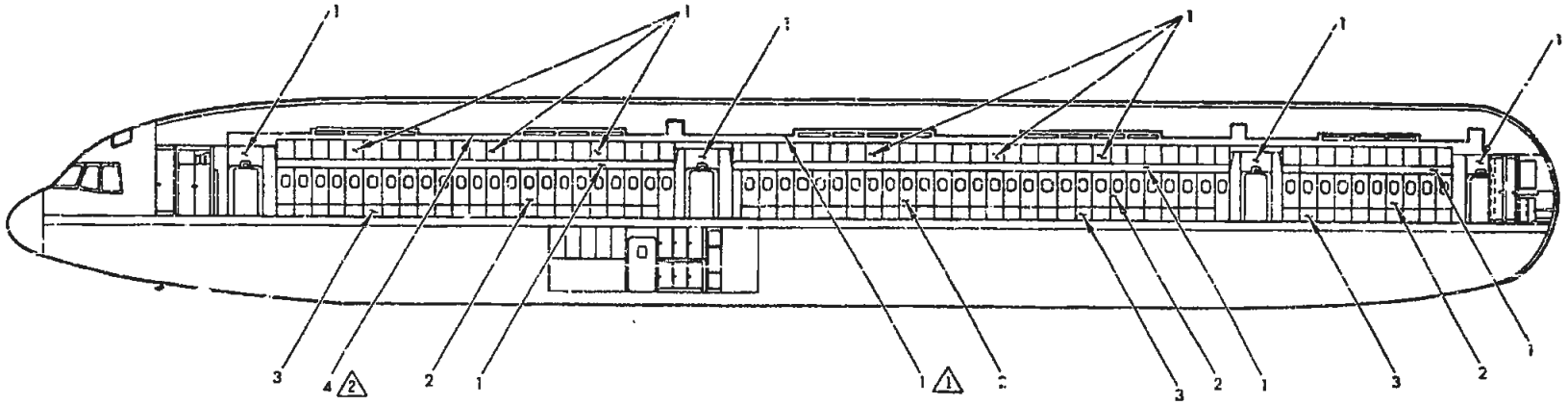
NOTE

ITEM 2 APPLIES TO ALL LIGHT PASSENGER COMPARTMENT DOORS

ITEM	LAC COLOR NO.	COLOR	DESCRIPTION	LAC SPEC	SUPPLIER
1	1116	SILVER BRONZE	DECORATIVE PLASTIC SHEET-PVF-VEILTEX FINISH	C-27-1271 TYPE II CLASS 1	
2	1094	GOLD/ORANGE	DECORATIVE PLASTIC SHEET-PVF-VEILTEX FINISH	C-27-1271 TYPE II	POLYPLASTEX UNITED INC.
3	1110	OFF WHITE - MOTTLED	DECORATIVE PLASTIC SHEET-PVF-VEILTEX FINISH	C-27-1271 TYPE IA CLASS 1	
4	1116	SILVER BRONZE	RIGID THERMOPLASTIC SHEET-VINYL ABS VEILTEX FINISH	C-27-1096 TYPE V	POLYPLASTEX UNITED INC.
5	1173	WHITE ON WHITE SLA GRASS	DECORATIVE PLASTIC SHEET-PVF-VEILTEX FINISH	C-27-1271 TYPE IA CLASS 1	
6	1094	GOLD/ORANGE	DECORATIVE PLASTIC SHEET-PVF-VEILTEX FINISH	C-27-1271 TYPE II CLASS 1	

G 1755
A11-5000-25-020

R Window Reveals, Scuff, Door, and Stowage Modules Trim and Finish
R Figure 1



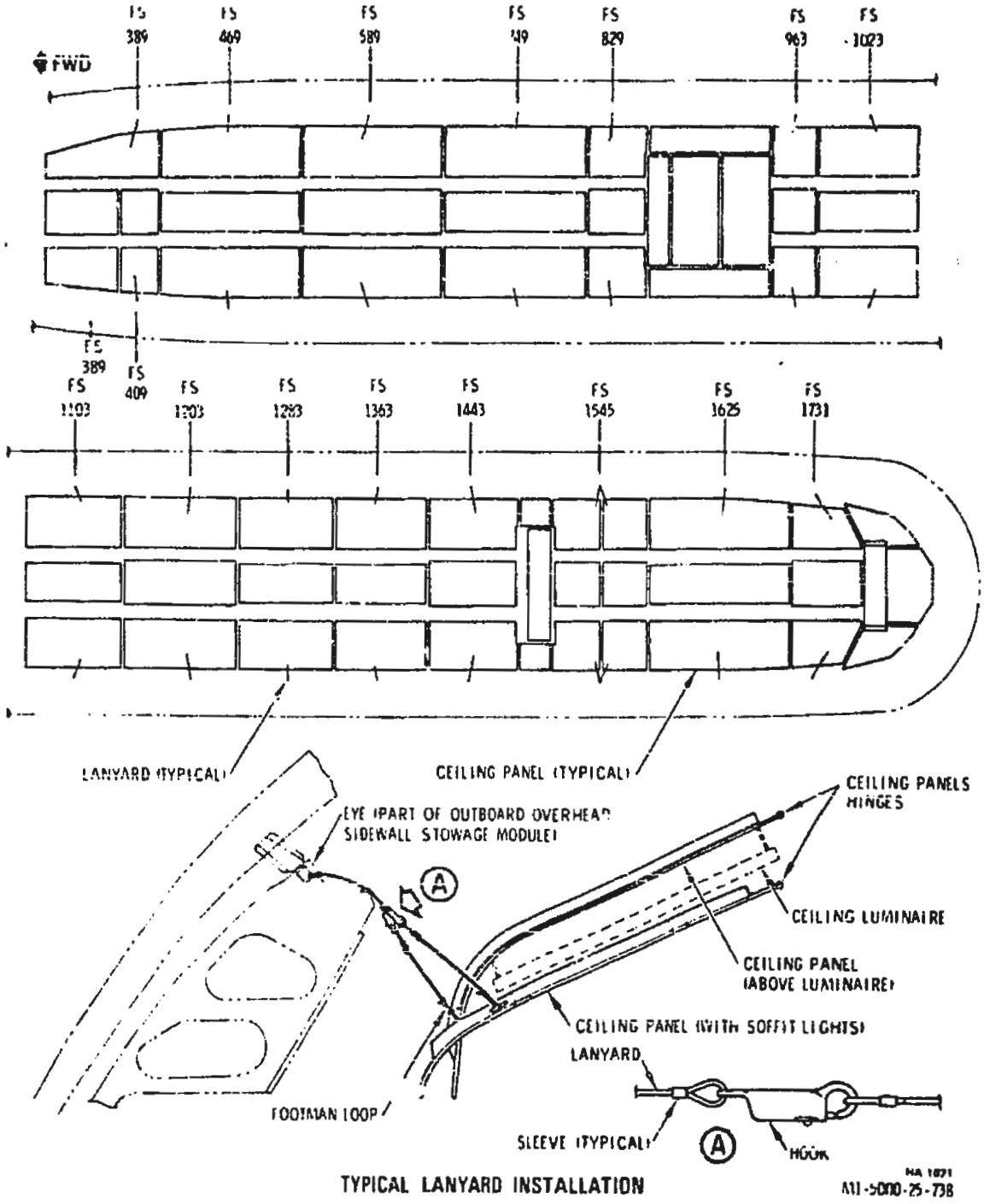
PROFILE VIEW
CEILINGS, WINDOW REVEALS, SCUFF TRIM, DOOR TRIM
OUTBOARD OVERHEAD STOWAGE MODULES

ITEM	LAC COLOR NO	COLOR	DESCRIPTION	LAC SPEC	SUPPLIER
1	1110	OFF WHITE - MOTTLED	TEDLER	C-22-1271 TYPE A	POLYPLASTEX UNITED INC.
2	1173	WHITE ON WHITE SEAGRASS	TEDLER	C-22-1271 TYPE A1	POLYPLASTEX UNITED INC.
3	1118	SILVER BRONZE	TEDLER	C-22-1271 TYPE II	POLYPLASTEX UNITED INC.
4	1426	OFF WHITE - MOTTLED	TEDLER	C-22-1271 TYPE II	POLYPLASTEX UNITED INC.

NOTE
1 ALL CEILINGS AFT OF NO. 2 CROSS AISLE
2 ALL CEILINGS FWD OF NO. 2 CROSS AISLE

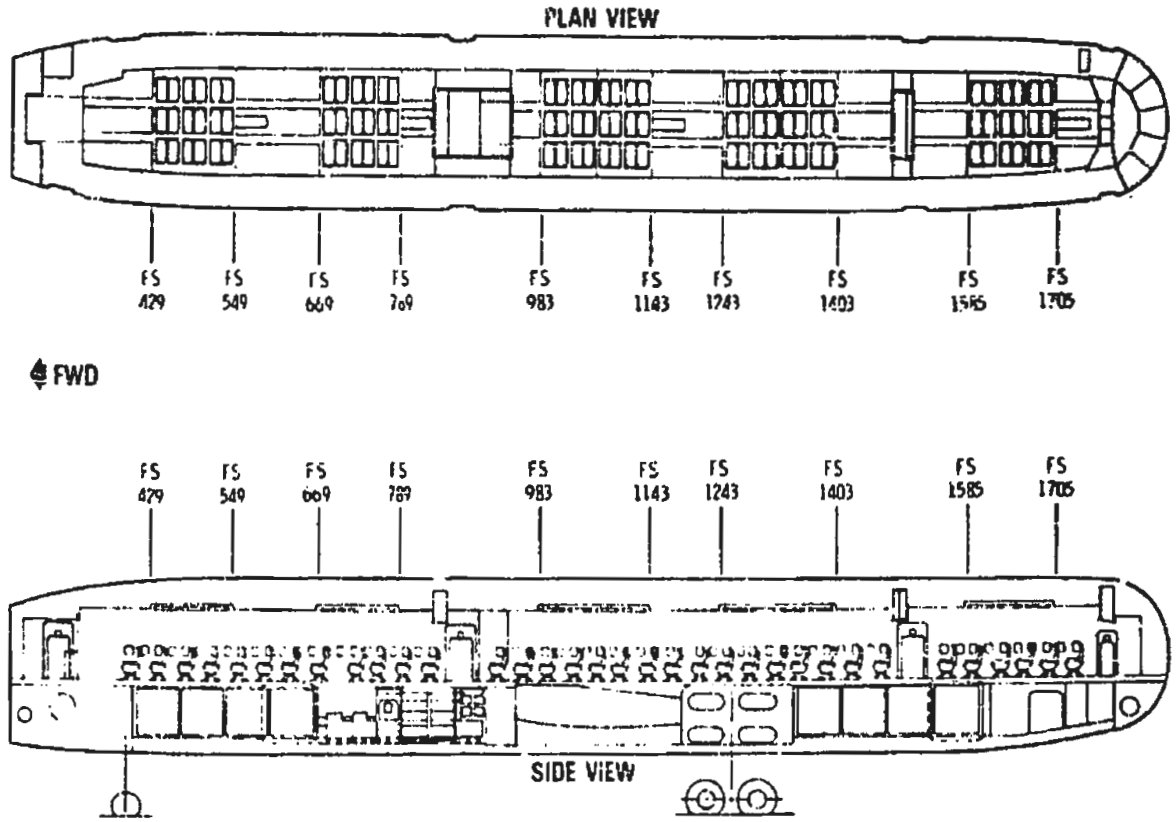
M1-0000-25-2591

R Window Reveals, Scuff, Door, and Stowage Modules Trim and Finish
R Figure 1



TYPICAL LANYARD INSTALLATION

Ceiling Panel Lanyard
Figure 2



CODE

LUMINAIRE (PLAN VIEW)

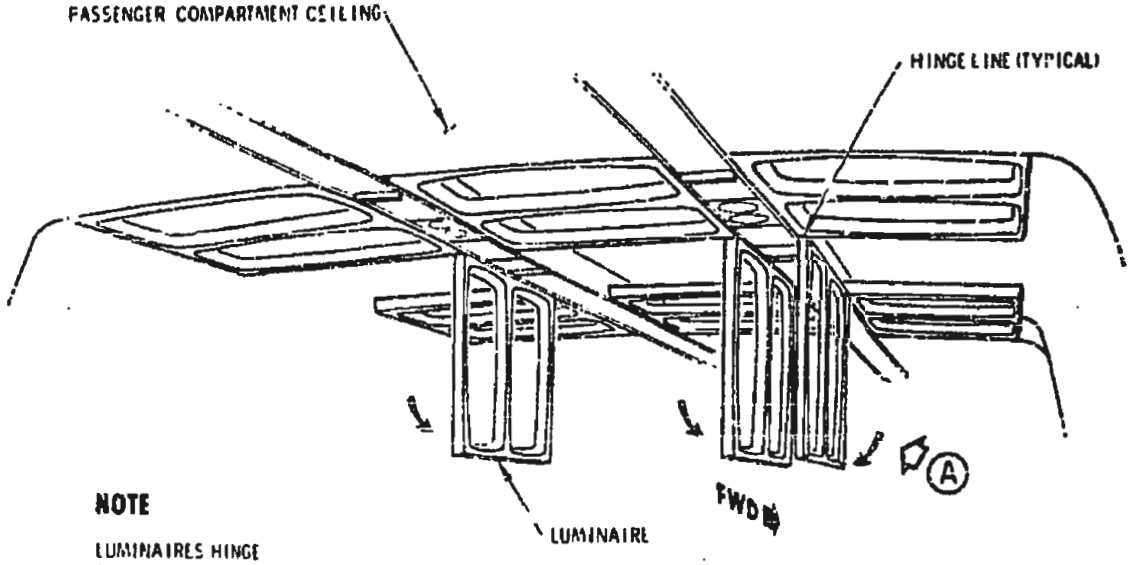
LUMINAIRE (SIDE VIEW)

NOTE

A TOTAL OF 51 LUMINAIRES ARE INSTALLED PER AIRPLANE

M1-A00-25-158

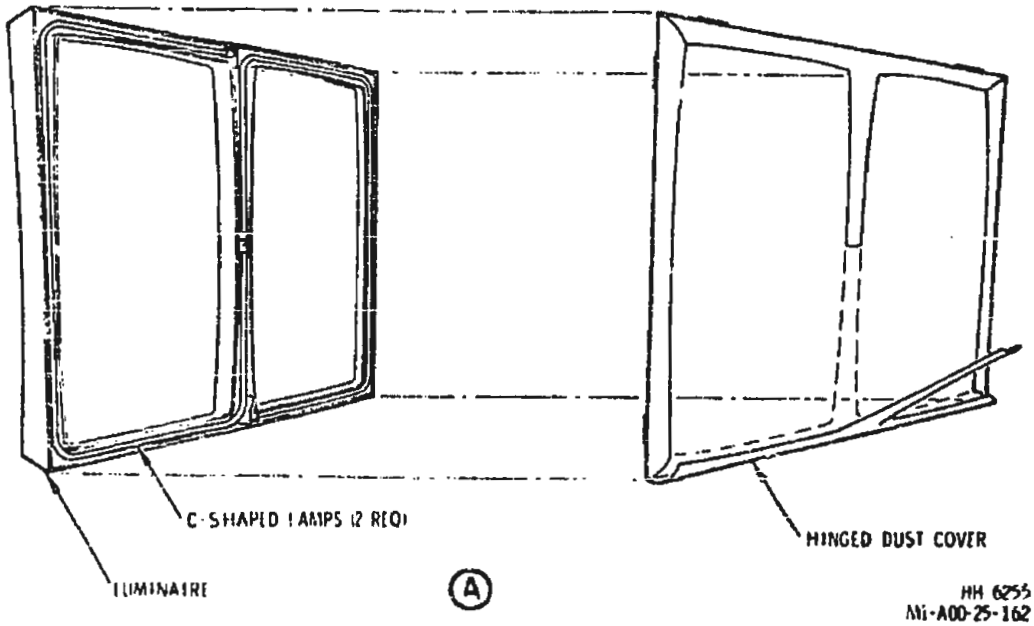
Ceiling Luminaires
Figure 3 (Sheet 1)



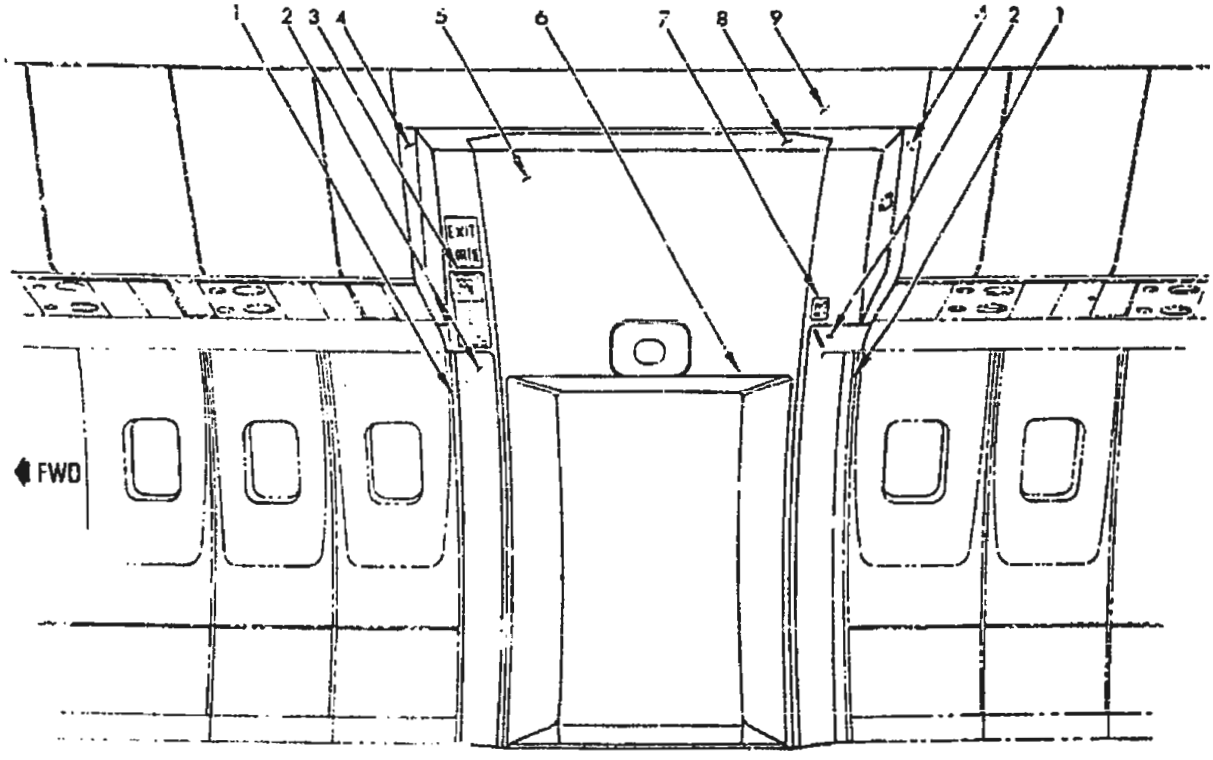
NOTE

LUMINAIRES HINGE DOWNWARD TO SERVICE LAMPS

TYPICAL LUMINAIRE LOCATION



Ceiling Luminaires
Figure 3 (Sheet 2)



PASSENGER COMPARTMENT
(RIGHT SIDE SHOWN - LEFT SIDE SIMILAR)

1 TRIM STRIP
2 LINING ASSEMBLY
3 EMERGENCY EVACUATION AND DOOR CONTROL PANEL
4 BIN END CAP
5 PASSENGER COMPARTMENT DOOR
6 EVACUATION SLIDE CONTAINER
7 EMERGENCY EVACUATION PANEL
8 TRAP DOOR
9 PASSENGER ENTRY SHROUD

HH 4563
M1-0101-25-082

Passenger Door Shroud and Trim
Figure 4

Fiber glass insulation blankets are installed in the passenger compartment ceiling and sidewalls. These blankets are fire-retardant and moisture-resistant, and have thermal and acoustical properties.

The insulation sections follow the contour of fuselage structural members.

9. Sidewall Forward Trim Panels

A. Description

Sidewall moulded trim panels are installed between the passenger compartment floor and overhead stowage modules. A trim strip covers the area between panels. An air-return grille is attached to the panel base.

10. Sidewall Mid Trim Panels

A. Description

The sidewall mid trim panels are identical to forward trim panels except for size and location (Ref. Para. 9).

11. Sidewall Aft Trim Panels

A. Description

The sidewall aft trim panels are identical to forward trim panels except for size and location (Ref. Para. 9).

12. Aspirator Grille and Jet Pump Assembly

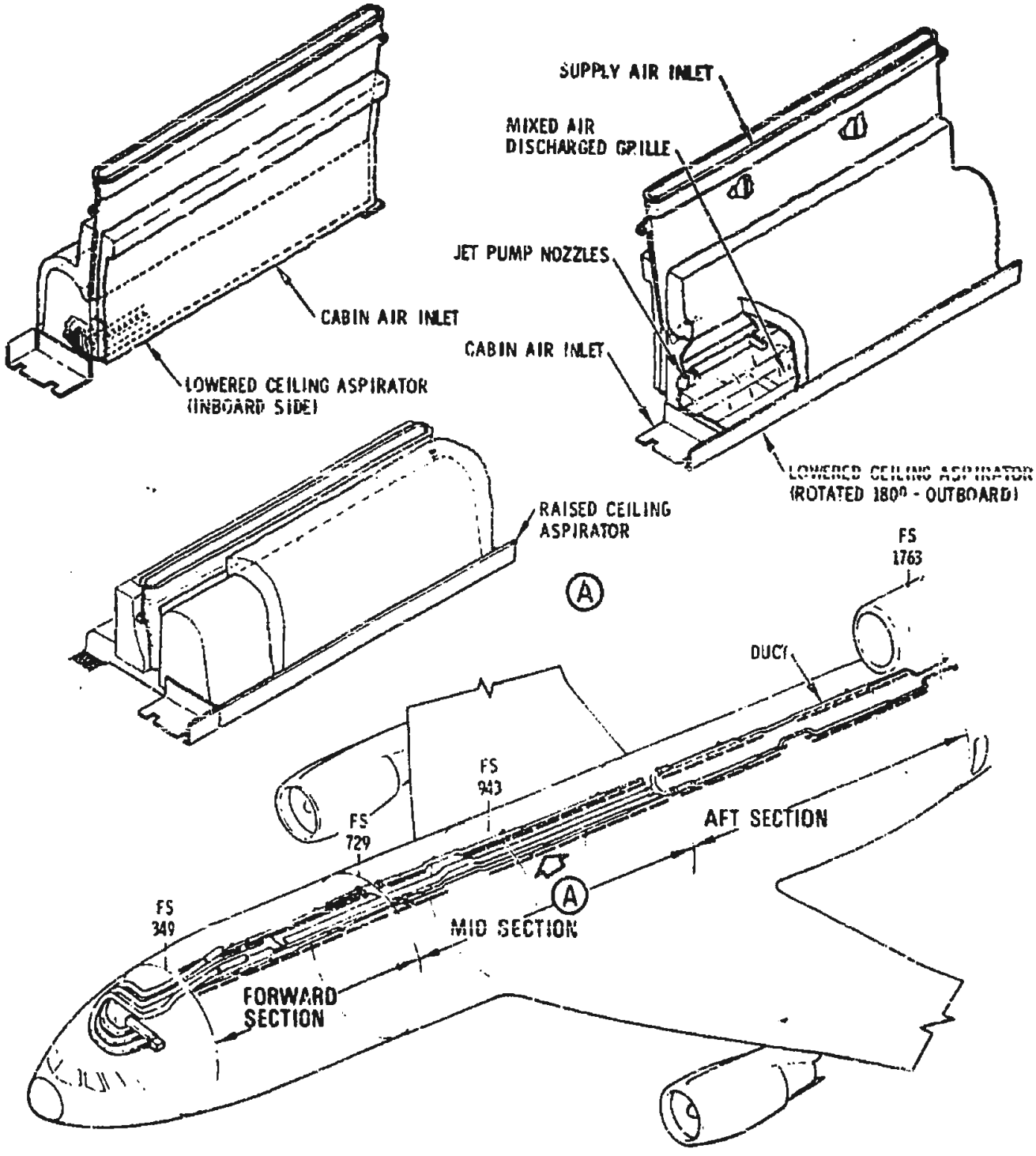
A. Description

R An aspirator grille and jet pump assembly is installed in the passenger service modules. The passenger compartment overhead air discharge openings incorporate jet pump aspirators (Ref. Fig. 5). A 1 to 1 mixture of fresh air to recirculated air is maintained (Ref. 21-23-00).

13. Valance

A. Description

A hinged valance is installed over the passenger compartment sidewall fluorescent light assemblies (Ref. Fig. 6).



NOTE

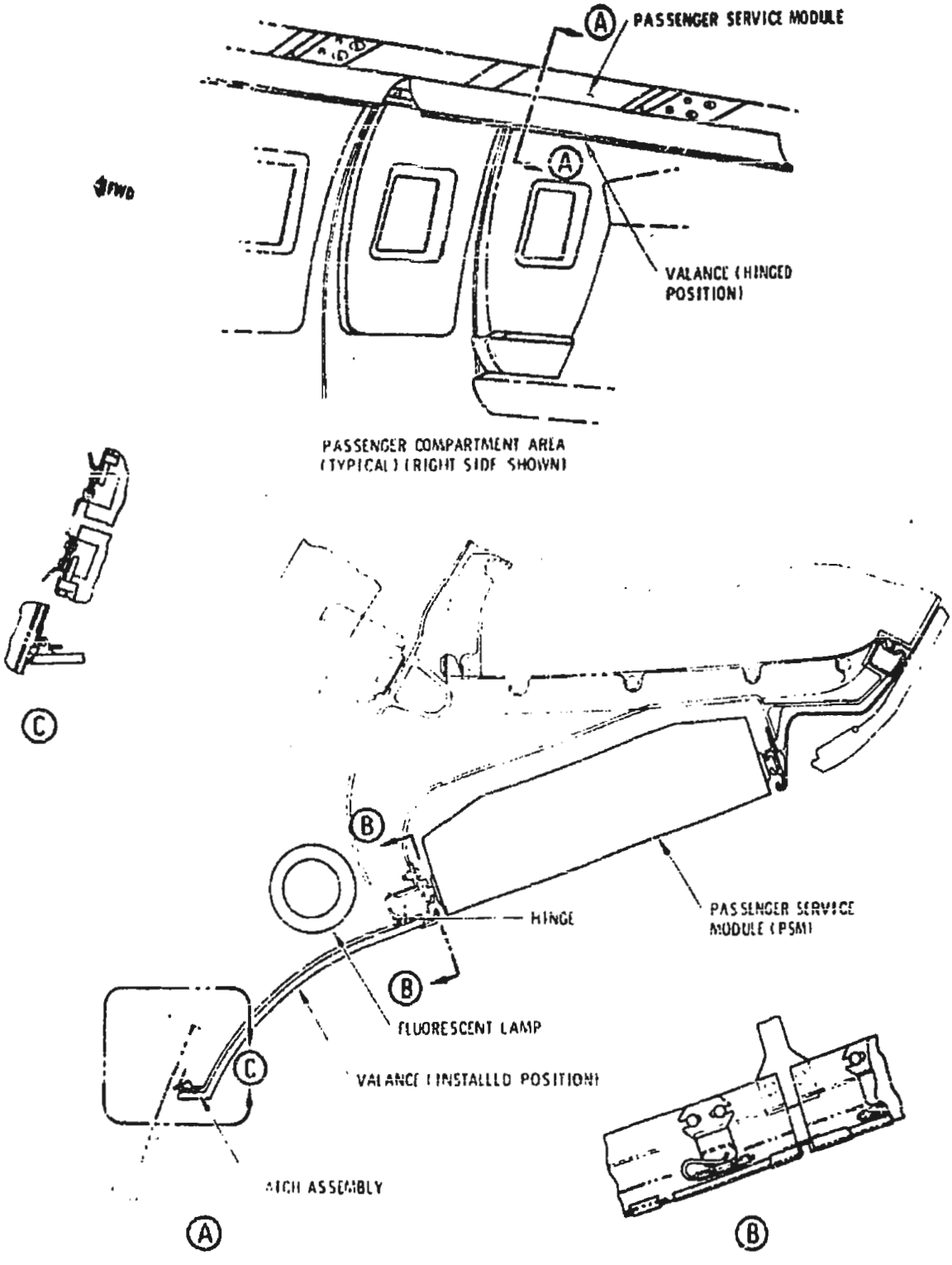
VIEWS SHOWN ARE TYPICAL FOR ENTIRE PASSENGER COMPARTMENT. ASSEMBLIES WITH EXTENDED VERTICAL HEIGHTS ARE INSTALLED IN LOWERED SECTIONS OF CEILING. ASSEMBLIES WITH SHORT VERTICAL HEIGHTS ARE INSTALLED IN RAISED SECTIONS OF CEILING

AIR IN CABIN AND PRESSURIZED COMPARTMENTS IS RECIRCULATED

M1-1011-25-136

R
R

Aspirator G ille and Jet Pump Assembly
Figure 5



Valance
Figure 6

14. Forward Attendants Control Panel

A. Description

The forward attendants control panel is installed in zone 223 (Ref. 25-00-00, Fig. 3). The panel is located forward and above the attendants station (Ref. Fig. 7). Controls for CABIN LIGHTS, MOVIE, and ANNOUNCEMENTS & MUSIC are mounted on the panel face. A passenger public address microphone is mounted on the outboard side of the panel.

15. Aft Attendants Control Panel

A. Description

CR The aft attendants control panel is installed in zone 271. The panel is located aft and above the attendants station (Ref. Fig. 8). Controls for CABIN LIGHTS are mounted on the panel face. A passenger public address microphone is mounted on the inboard side of the panel.

16. Sidewall Decompression Vent Assembly

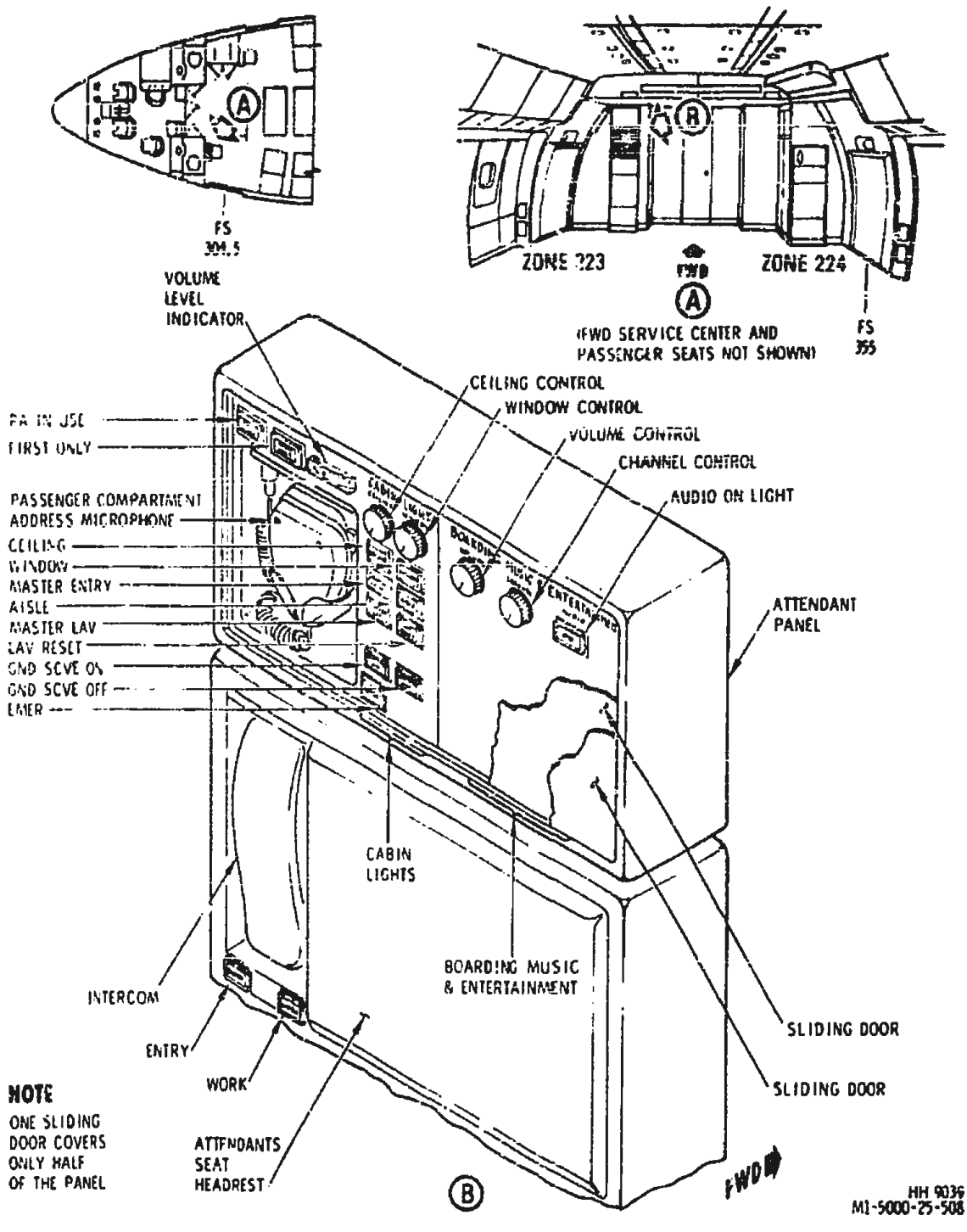
A. Description

The passenger compartment area is provided with decompression vents located along the sidewall just above the floor level on both sides of the airplane (Ref. Fig. 9).

The vent assembly is a removable unit approximately six inches wide, sixteen inches long and six inches deep. It consists of a polycarbonate plastic molding grille attached to a plenum assembly. A clear thermoplastic duct surrounds the articulating door to keep it free from any obstruction.

A spring-loaded, overcentered hinge assembly holds the grille and the plenum which snaps open in the event of a sudden large in-flight opening in any lower deck compartment. This would prevent cabin floor collapse caused by decompression effects. After the vent assembly is activated to the open position, it will automatically reset to the closed position when outside pressure equals the cabin pressure. It will remain fully open only as long as pressure differences exists.

On aircraft 032-999,
sidewall decompression vents are color coded with a yellow disk on inside face of frame and a corresponding yellow stripe on top lip and inboard face of dust angle visible



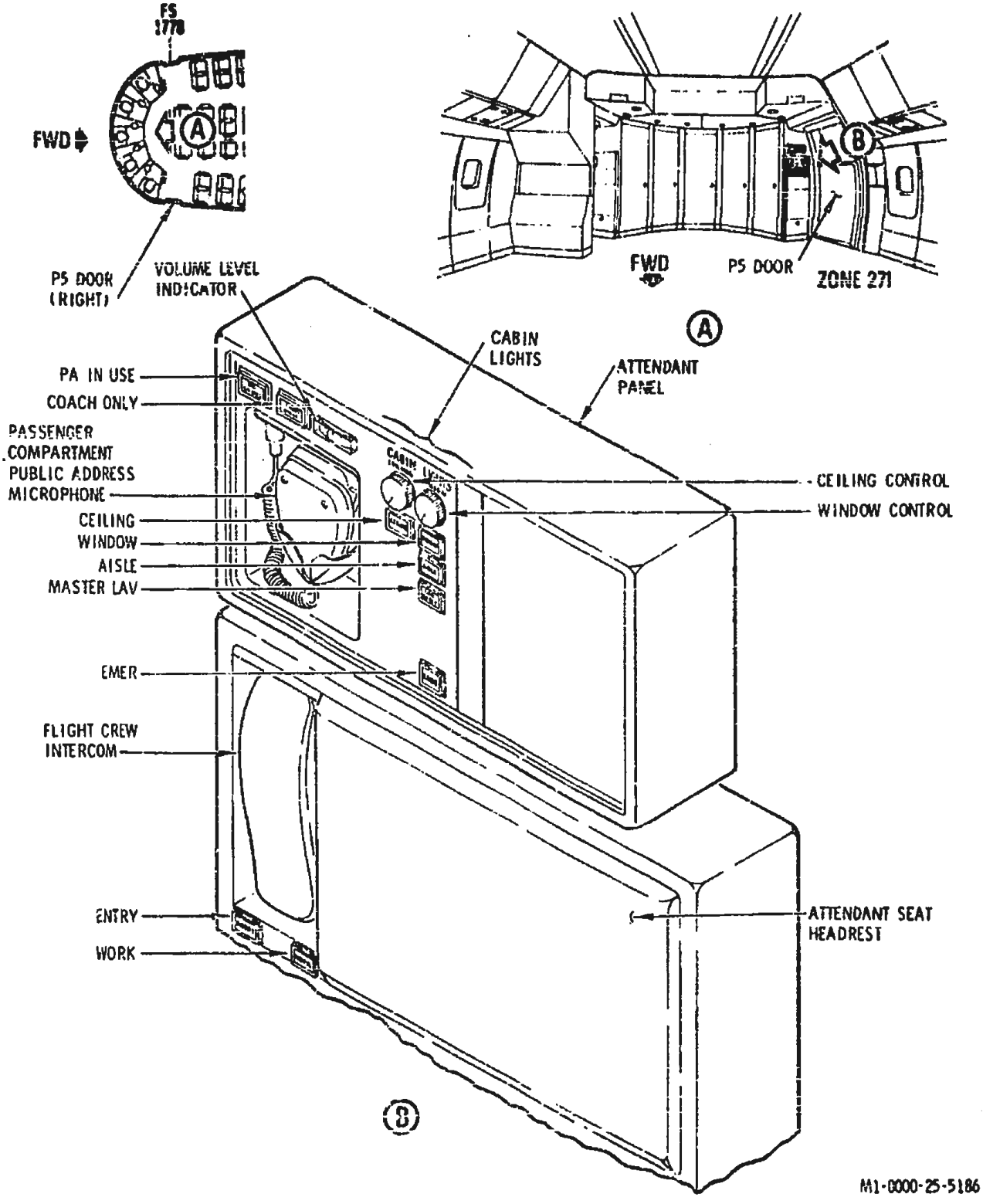
Forward Attendants Control Panel
Figure 7

R

R EFFECTIVITY: ALL

R

001B



CR
CR

Aft Attendants Control Panel
Figure 8

EFFECTIVITY: ALL

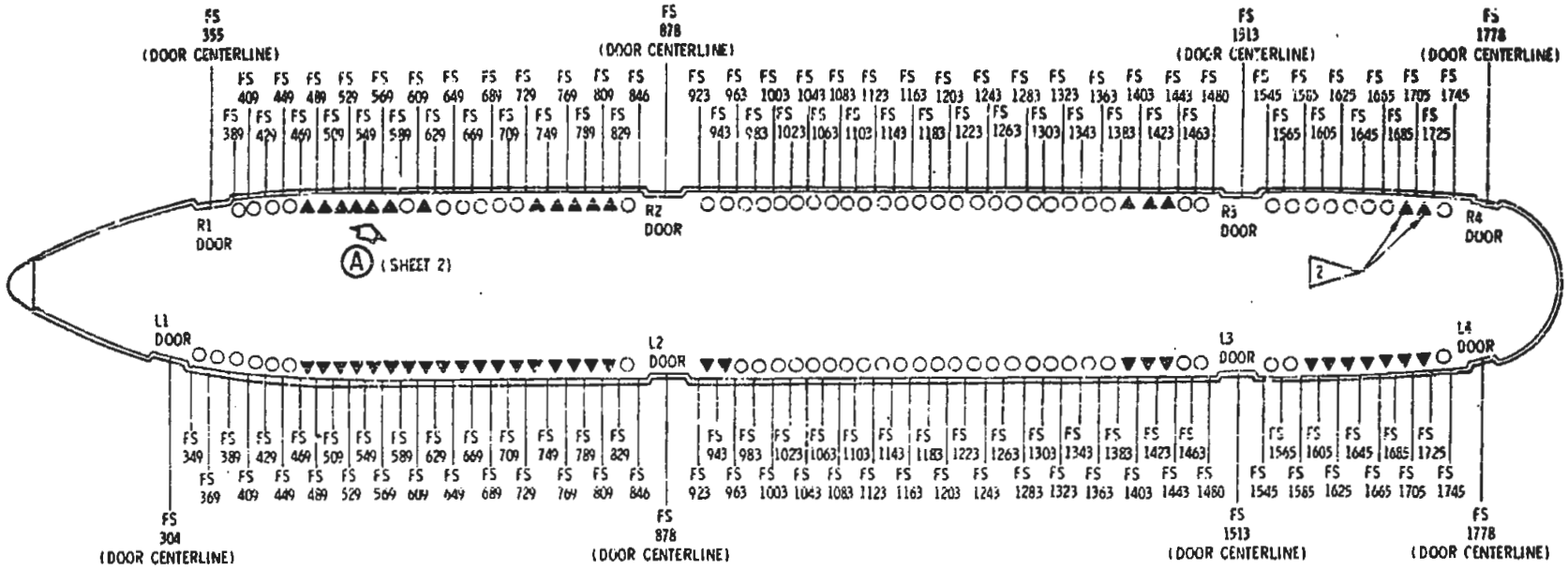
001B

R above floorboard at applicable locations. Acoustic cabin
R air exhaust grilles are color coded blue in the same manner.

17. Galley Lift Enclosure Decompression Vent Assembly

A. Description

In the galley lift enclosure directly above the left and right lifts are three blowout panel doors made of a half-inch thick rectangular honeycomb panel. The doors are hinged on one side and restrained by two catch-spring type latches on the other. In the event of a sudden large in-flight opening in any lower deck compartment these doors will open downward to prevent ceiling panel collapse caused by decompression effects. These doors can be reset to the closed position by pushing them to engage the catch-spring into the ceiling panel (Ref. Fig. 10).



LEGEND

▲ SIDEWALL DECOMPRESSION VENT

○ CABIN AIR EXHAUST GRILLE

NOTE

1 IF UNSURE OF FUSELAGE STATION, USE DOOR CENTERLINE AS REFERENCE.

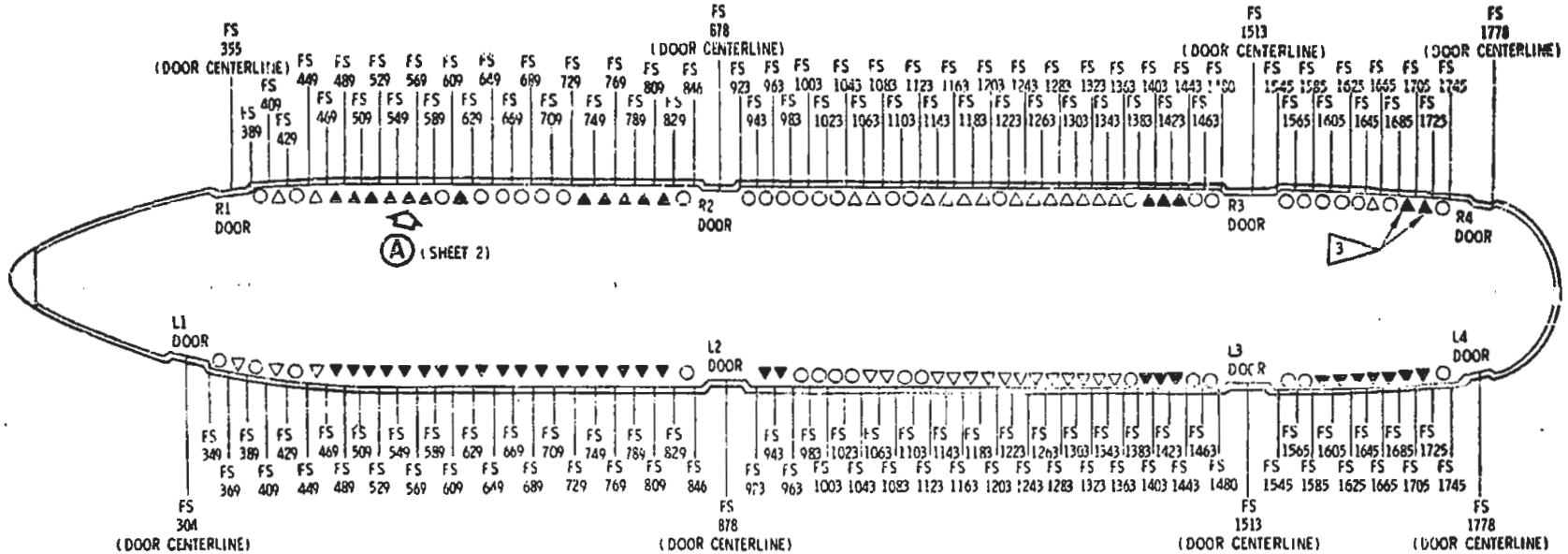
2 ON AIRCRAFT WITH SB25-521, SIDEWALL DECOMPRESSION VENTS INSTALLED BETWEEN FS 1685 AND 1725 ARE REPLACED WITH EITHER ACOUSTIC CABIN AIR EXHAUST GRILLES, CABIN AIR EXHAUST GRILLES OR BLANKING PLATES

MI-0001-25-3985

R R Sidewall Decompression Vent Assembly Location Chart
Figure 9 (Sheet 1)

EFFECTIVITY: 001-031

001B



LEGEND

- ▲ SIDEWALL DECOMPRESSION VENT (YELLOW) (REF. NOTE 2)
- △ ACOUSTIC CABIN AIR EXHAUST GRILLE (BLUE) (REF. NOTE 2)
- ○ CABIN AIR EXHAUST GRILLE

NOTE

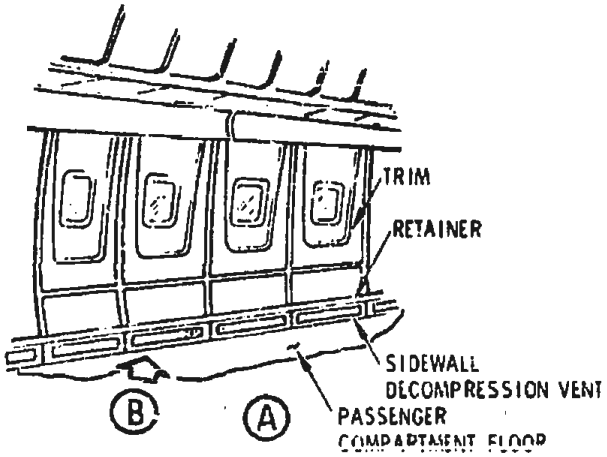
1 IF UNSURE OF FUSELAGE STATION, USE DOOR CENTERLINE AS REFERENCE.

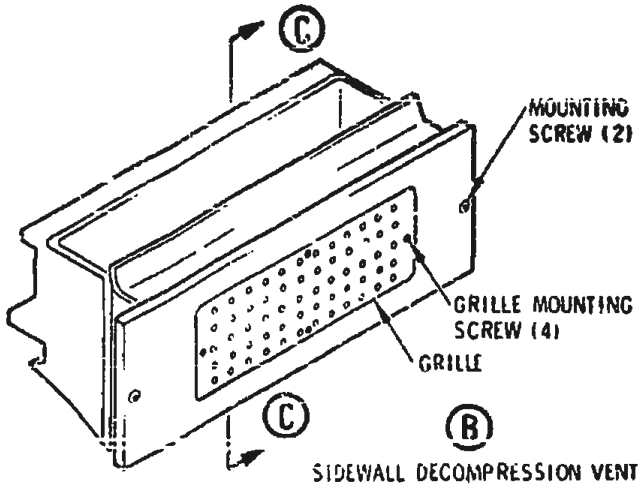
2 SIDEWALL DECOMPRESSION VENTS ARE COLOR CODED YELLOW AND ACOUSTIC CABIN AIR EXHAUST GRILLES ARE COLOR CODED BLUE FOR CORRECT INSTALLATION. A CORRESPONDING YELLOW AND BLUE STRIPE IS PAINTED ON TOP LIP AND INBOARD FACE OF DUST ANGLE VISIBLE ABOVE FLOORBOARD AT APPLICABLE LOCATIONS.

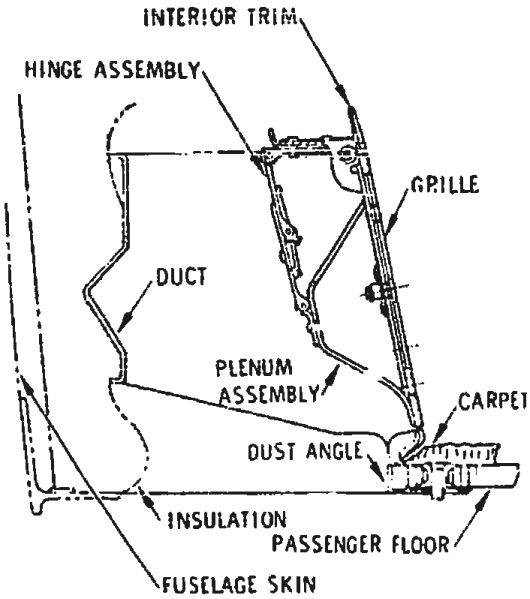
3 ON AIRCRAFT WITH SB825-521, SIDEWALL DECOMPRESSION VENTS INSTALLED BETWEEN FS 1685 AND 1725 ARE REPLACED WITH EITHER ACOUSTIC CABIN AIR EXHAUST GRILLES, CABIN AIR EXHAUST GRILLES OR BLANKING PLATES

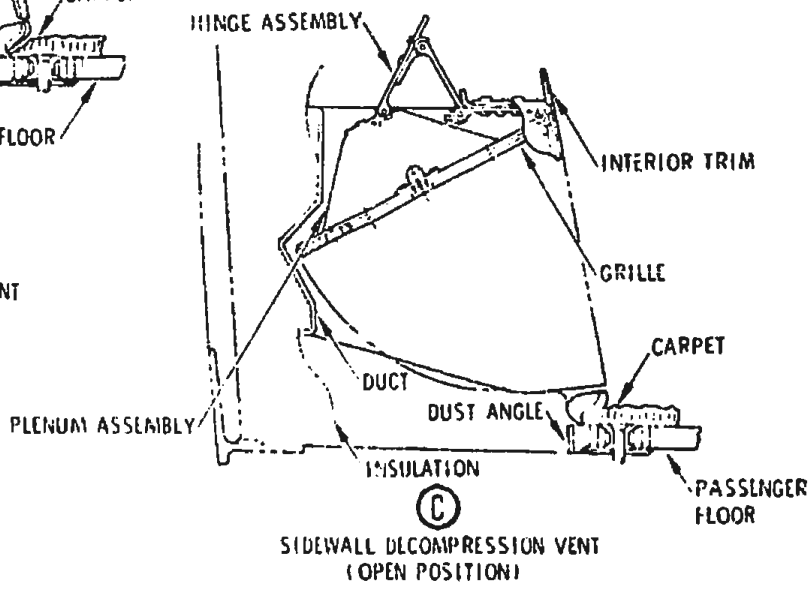
M1-0001-25-3986

R Sidewall Decompression Vent Assembly Location Chart
R Figure 9 (Sheet 1)



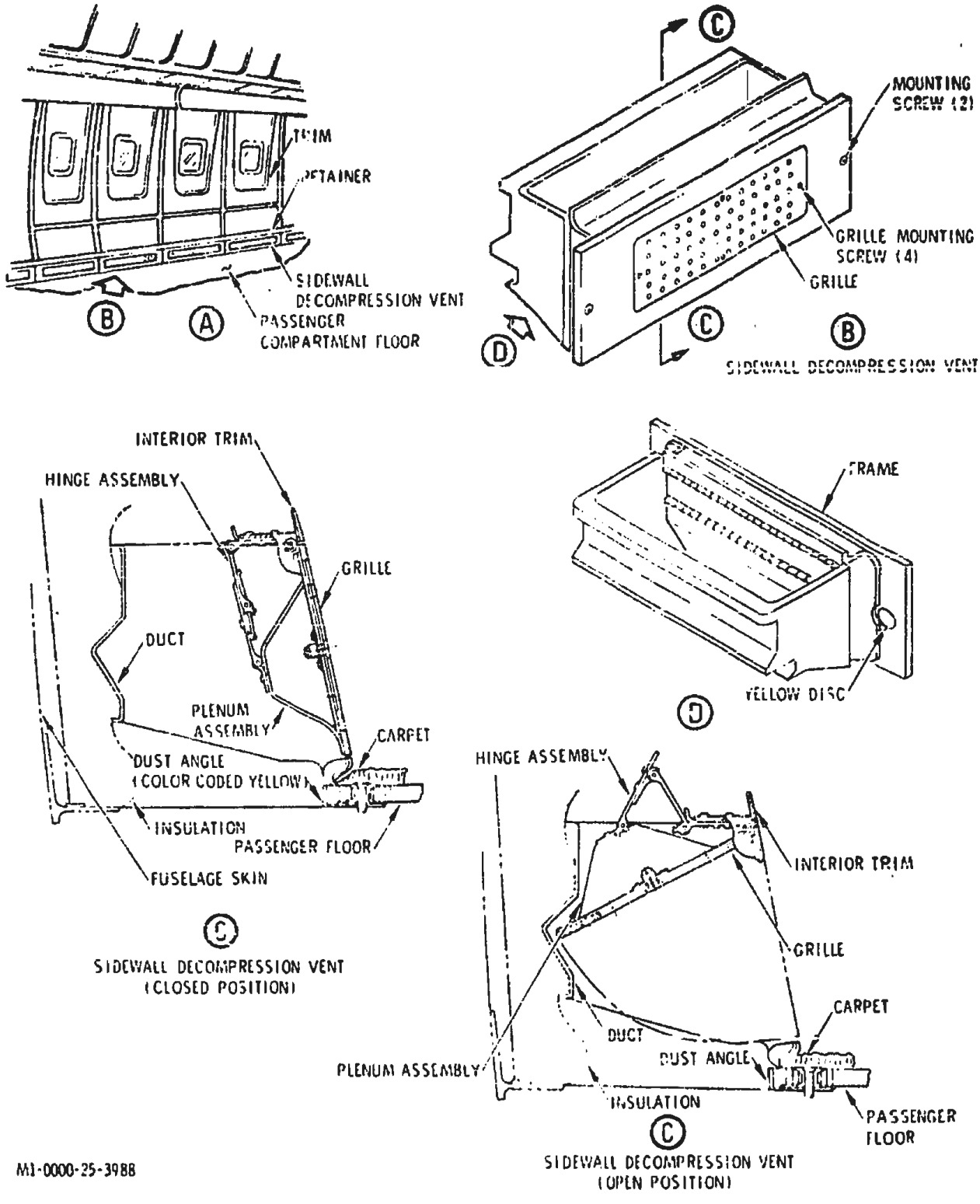




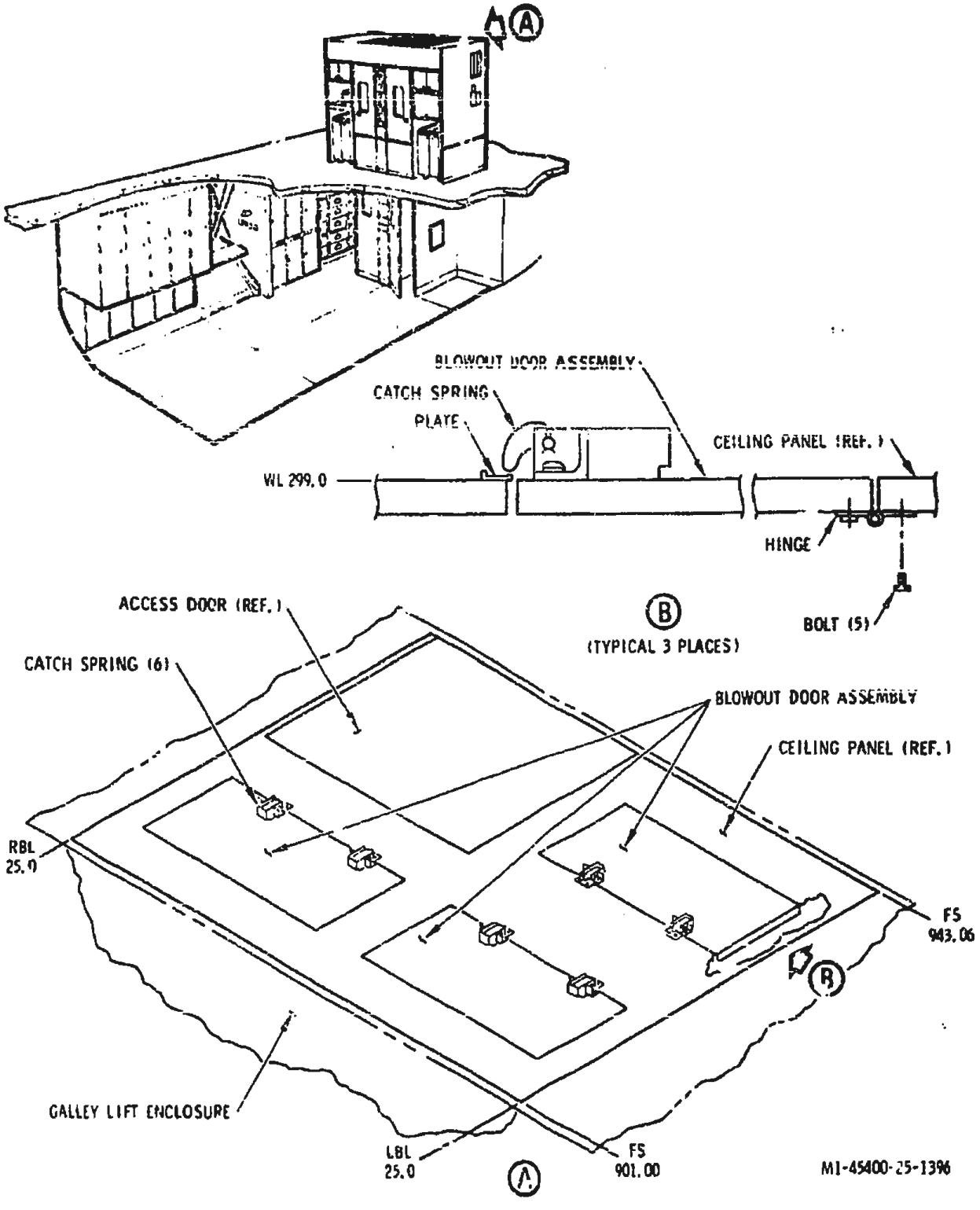


M1-0000-25-3987

R Sidewall Decompression Vent Assembly Location Chart
R Figure 9 (Sheet 2)



R Sidewall Decompression Vent Assembly Location Chart
R Figure 9 (Sheet 2)



Galley Lift Enclosure Decompression Vent Assembly
Figure 10

FORWARD, MID AND AFT CEILING TRIM DROP PANELS REMOVAL AND INSTALLATION

1. General

The passenger compartment forward, mid, and aft ceiling trim drop panels are located in zones 220 through 270. All drop panels are hinged on one side and retained in the installed position by quick-disconnect screws or latch bolts on the opposite side. However, the ceiling luminaire center drop panel, located above the mid lounge partition, incorporates quick-disconnect screws on the right side of this panel, with three pins that engage respective brackets on the left side. This arrangement permits easier removal and installation of this panel. Some panels have a rubber seal to cover these screws or latch bolts. Each drop panel can be removed from the aircraft by removing the hinge pin connecting the fixed and panel floating hinge halves together.

The left and right outboard drop panels are hinged on the inboard side of each panel. The center drop panels are hinged on the left side of each panel. The ceiling luminaires must be lowered and removed (where applicable) before removing a drop panel (Ref. Fig. 401). Most outboard ceiling trim drop panels are restrained in the installed position with a lanyard (Ref. 25-26-00).

2. Referenced Procedure

R R	21-23-05	Cabin Overhead Aspirators - Removal and Installation
	33-21-00	Ceiling Luminaires - Removal and Installation

3. Removal/Installation

A. Removal

(1) Remove ceiling luminaires where applicable (Ref. 33-21-00).

(2) For center drop panels, move drop panel rubber seal aside (if installed) to gain access to panel quick-disconnect screws (Ref. Fig. 401). While manually supporting panel, disconnect screws.

(3) Reach above outboard side of left and right drop panels and unlatch panel latch bolts. Lock bolt in unlatched position, by sliding bolt into recessed notch.

NOTE: Manually support panel as latch bolts are unlatched.

R (4) Lower aspirator grilles adjacent to ceiling drop panel being lowered (Ref. 21-23-05).

(5) Lower ceiling trim drop panel.

(6) Unlatch ceiling drop panel lanyard hook.

(7) Disconnect and tag electrical connectors to lights and speakers at top side of drop panels (if applicable).

(8) Remove drop panels from aircraft by pulling panel hinge pins.

NOTE: Manually support panel as hinge pins are removed.

B. Installation

NOTE: Position Ceiling Drop Panel properly to avoid damage to panel corners. Damage can occur if Ceiling Drop Panel corners contact Passenger Service Module.

(1) Place panel into position.

(2) Install drop panel hinge pins.

(3) Connect electrical connectors to lights and speakers at top side of drop panels (if applicable).

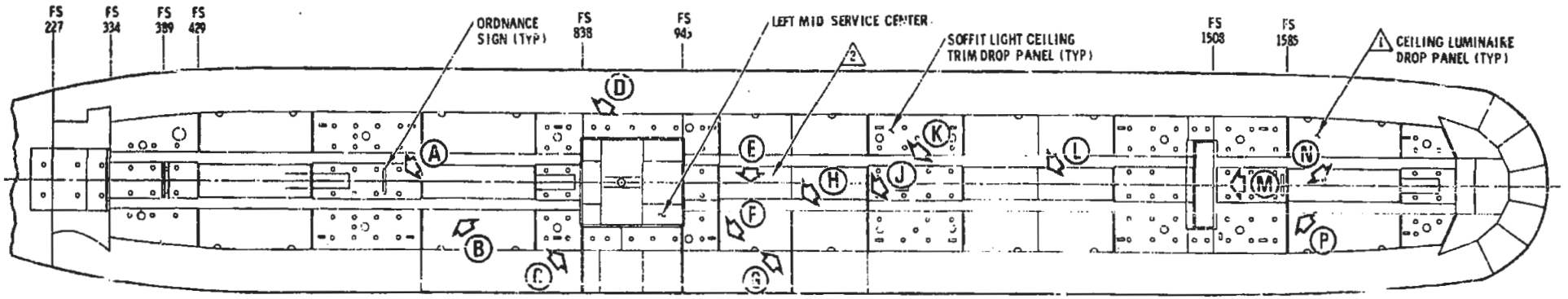
(4) Raise drop panel to installed position.

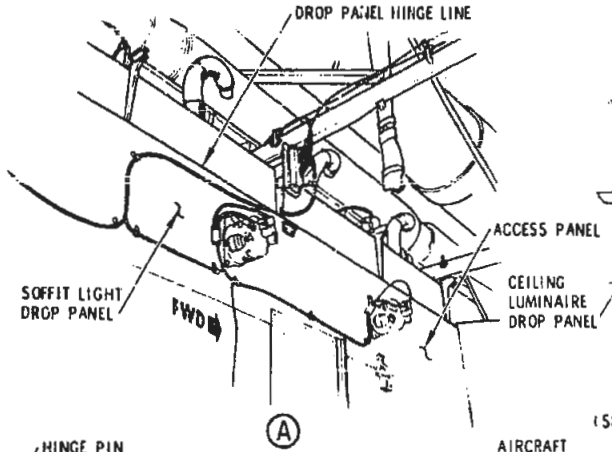
(5) Latch ceiling drop panel lanyard hook.

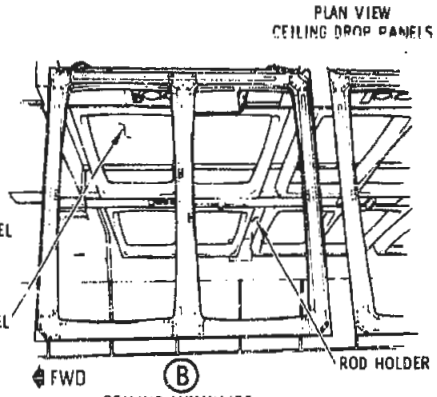
(6) Reach above outboard side of left and right drop panels and unlock slide bolt. Panel will be locked in the installed position.

(7) For center drop panels, move drop panel rubber seal aside (if installed) and tighten quick-disconnect screws. Panel will be locked in the installed position.

(8) Check for correct alignment between adjacent ceiling drop panels. Ceiling drop panel can be aligned by adjusting latch. Adjust latch as follows:

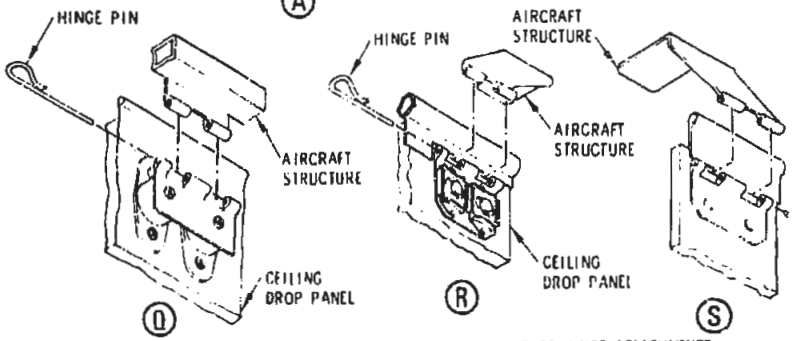




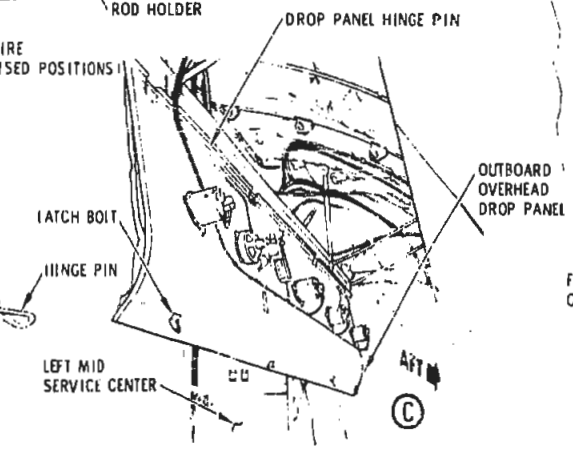


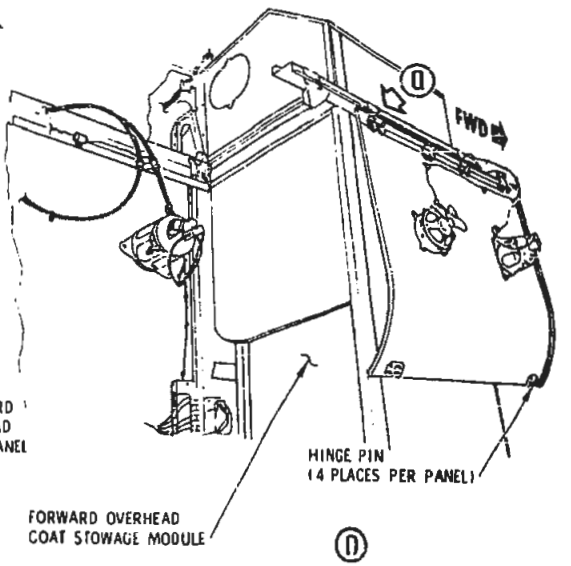
NOTE

1. CEILING LUMINAIRE (NOT SHOWN) IS INSTALLED UNDER CEILING LUMINAIRE DROP PANEL AND MUST BE LOWERED BEFORE LOWERING CEILING LUMINAIRE DROP PANEL
2. THIS CEILING DROP PANEL IS LOCATED ABOVE THE MID LOUNGE PARTITION AND INCORPORATES M.O. 89856



CEILING DROP PANEL TO AIRCRAFT STRUCTURE HINGE ATTACHMENTS

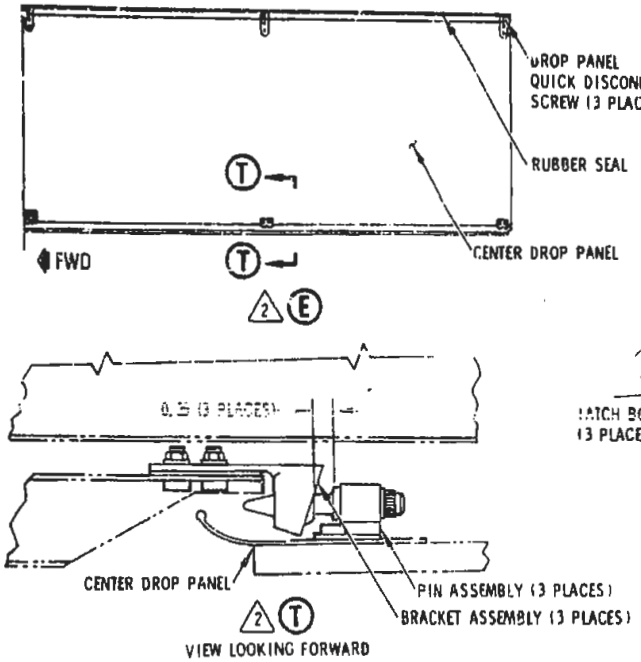


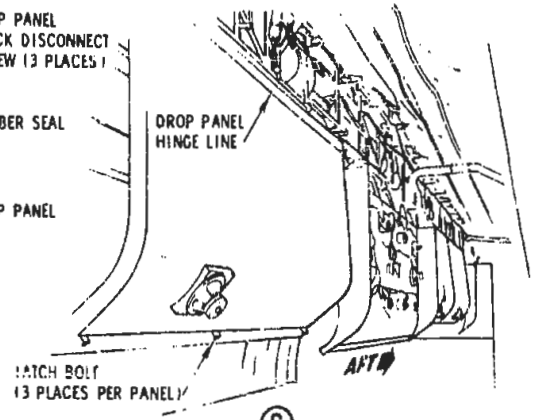


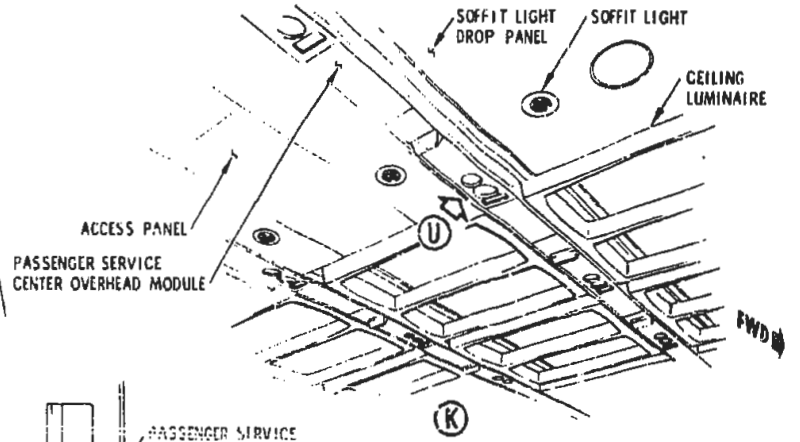
M1-5000-25-481

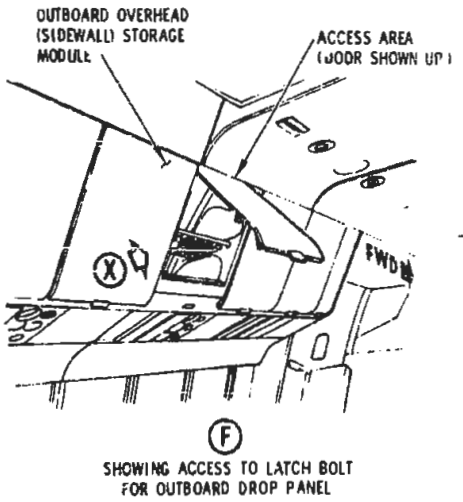
CR Passenger Compartment Ceiling Trim Drop Panels
CR Removal and Installation
CR Figure 401 (Sheet 1)

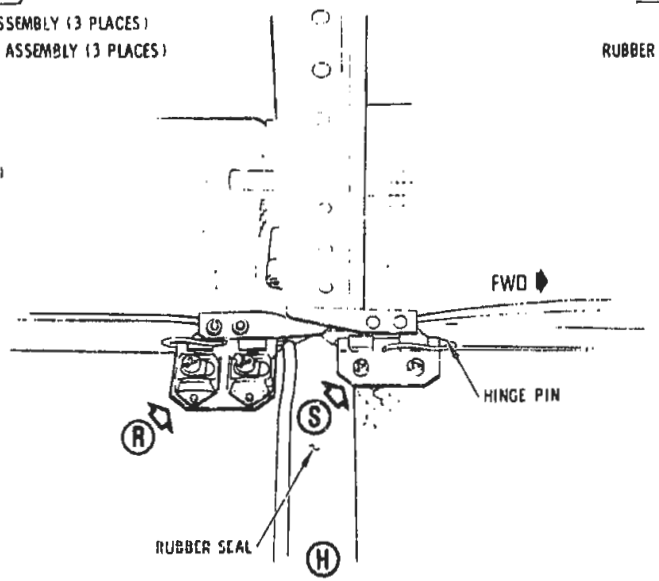
R EFFECTIVITY: ALL
R
0508

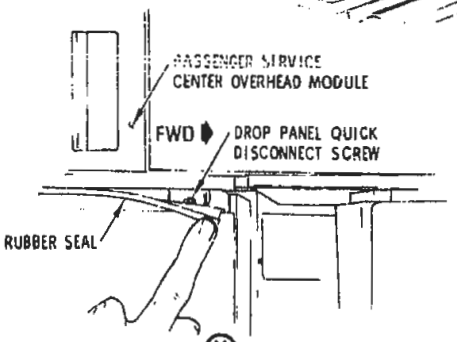


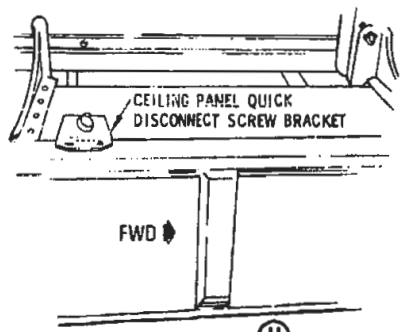


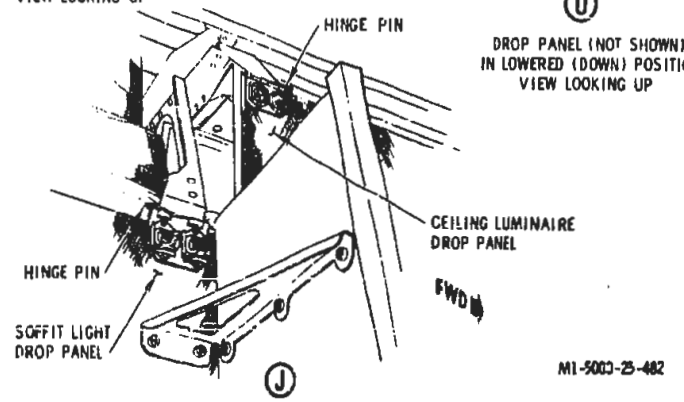






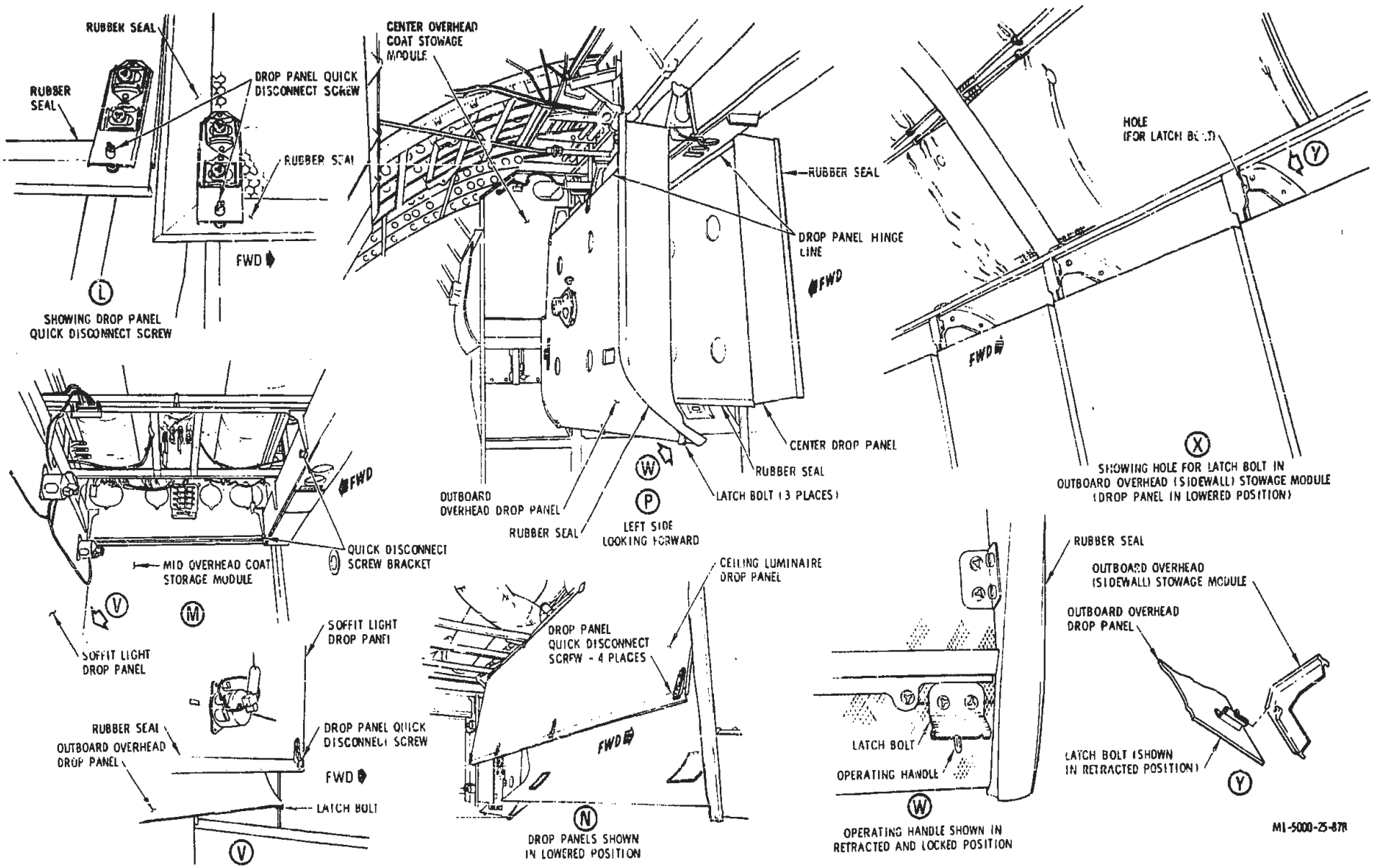






CR Passenger Compartment Ceiling Trim Drop Panels
CR Removal and Installation
CR Figure 401 (Sheet 2)

R EFFECTIVITY: ALL
R
050E



CR Passenger Compartment Ceiling Trim Drop Panels
CR Removal and Installation
CR Figure 401 (Sheet 3)

EFFECTIVITY: ALL

(a) Loosen latch attachment screws.

(b) Slide latch to desired position.

(c) Tighten latch attachment screws.

R (9) Raise aspirator grille and secure with fastener (Ref.
R 21-23-05).

PASSENGER ENTRY SHROUD AND TRIM - REMOVAL AND INSTALLATION

1. General

Each passenger door and emergency door entry has a shroud installed above the doorway. The removal and installation procedures are similar for each location (Ref. Fig. 401).

2. Referenced Procedures

35-21-11	Oxygen Module Assembly, Lavatories, Passenger Compartment Attendants and Food Specialist - Removal and Installation
52-11-01	Passenger Entry Shroud Trap Door - Adjustment and Test
52-12-00	Door Actuation System - Description and Operation

3. Removal/Installation

R WARNING: SERIOUS INJURY CAN OCCUR IF PASSENGER DOOR IS OPERATED
R WHILE WORKING IN AREA OVERHEAD. TAG INNER AND OUTER
R DOOR HANDLES AND SWITCHES. REMOVE TAGS AFTER
R COMPLETION OF WORK IN AREA.

A. Removal

(1) On galley left circuit breaker panel, zone 131, open and tag circuit breakers AFT LTG DISTR XMFR & COFFEE BAR LT, LTG HOSTESS READING, and LTS BOARDING RELAY CONTROL.

(2) Remove oxygen module assembly, where applicable (Ref. 35-21-11).

(3) Raise passenger compartment Type I emergency exit door approximately 24 inches (Ref. 52-12-00 and 52-22-00).

(4) Gain access to bracket screws through trap door opening.

(5) Disconnect electrical connectors.

(6) Remove attachment bolts, and hinge pins (where applicable).

(7) Remove and stow shroud as required.

B. Installation

R (1) Verify circuit breakers opened in Step 3A(1) are open and tagged.

(2) Perform Step 3A(4), if required.

(3) Align shroud and install attachment bolts, and hinge pins (where applicable).

(4) Reconnect electrical connectors.

(5) Install oxygen module assembly (Ref. 35-21-11).

(6) Close passenger compartment Type I emergency exit door (Ref. 52-12-00).

(7) Check operation of trap door (Ref. 52-11-01).

(8) Close circuit breakers opened in Step 3A(1) and remove tag.

4. Removal/Installation (Passenger Entry Door Trim)

A. Removal

(1) Remove handle assist attached to trim rotating nut (Ref. Fig. 402).

(2) Remove screws holding trim panel to side wall.

(3) Slide trim panel outboard and remove from channel.

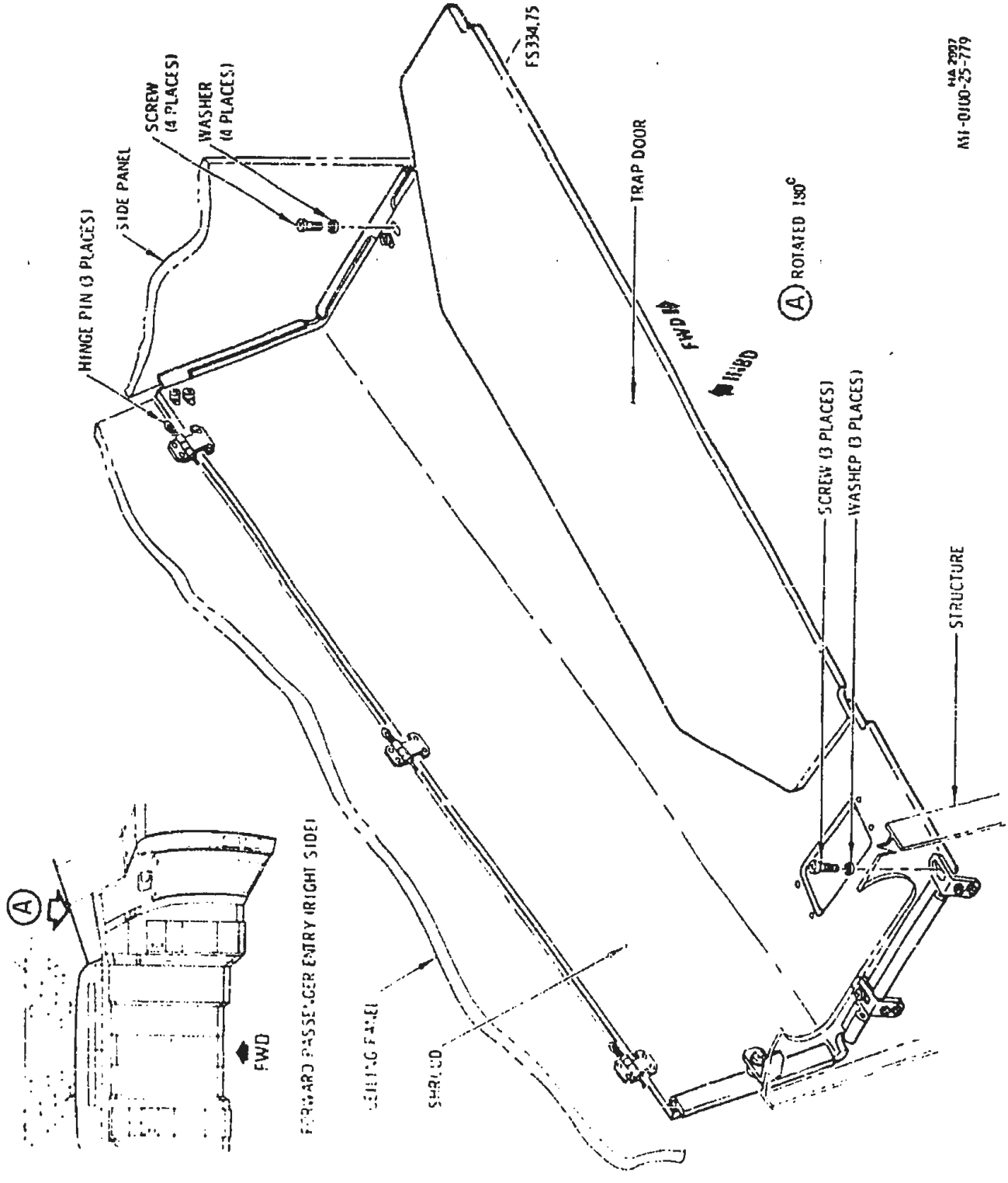
NOTE: An electrical outlet is installed adjacent to each passenger door.

B. Installation

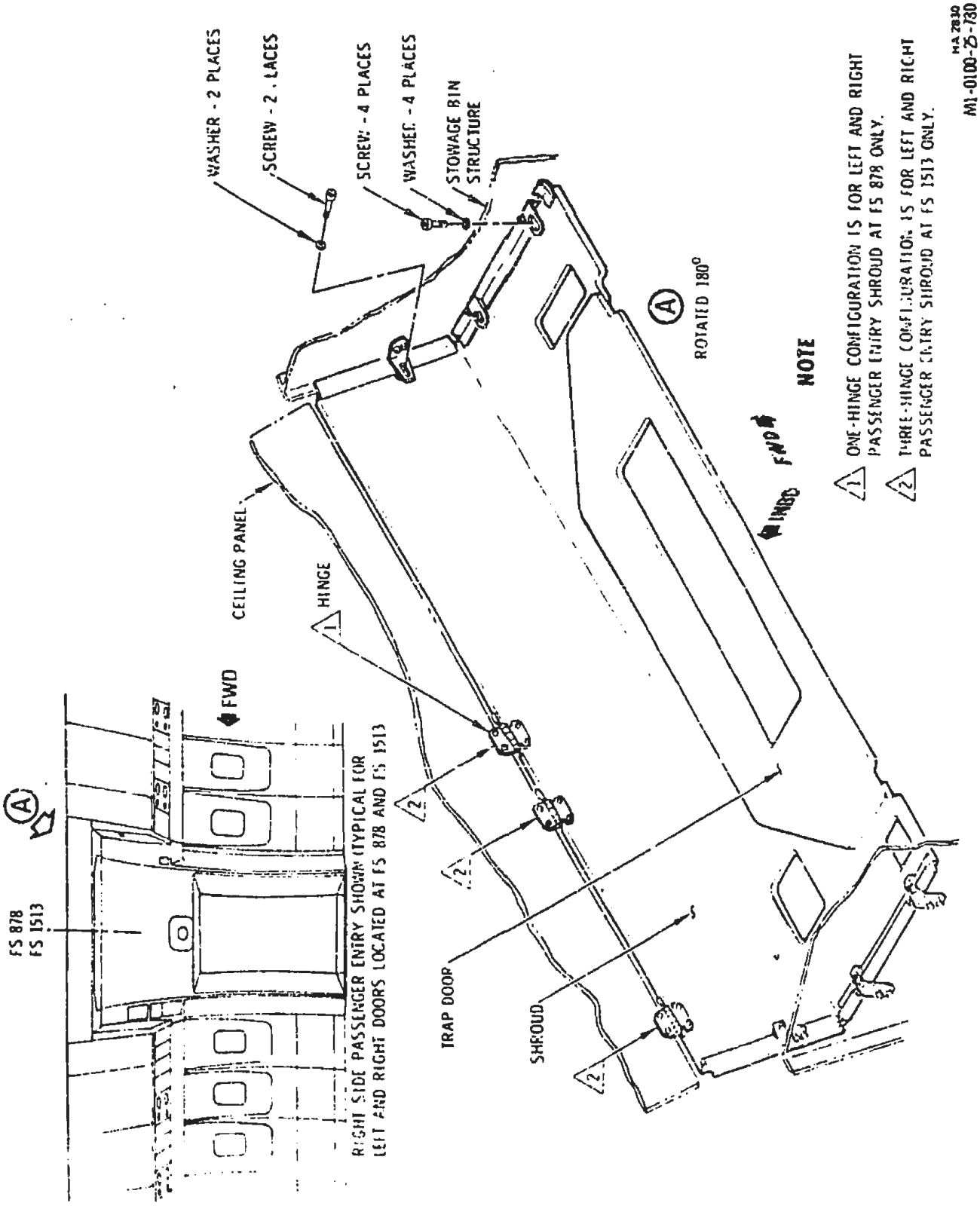
R (1) Slide trim into channel.

(2) Install screws holding trim panel to side wall in position.

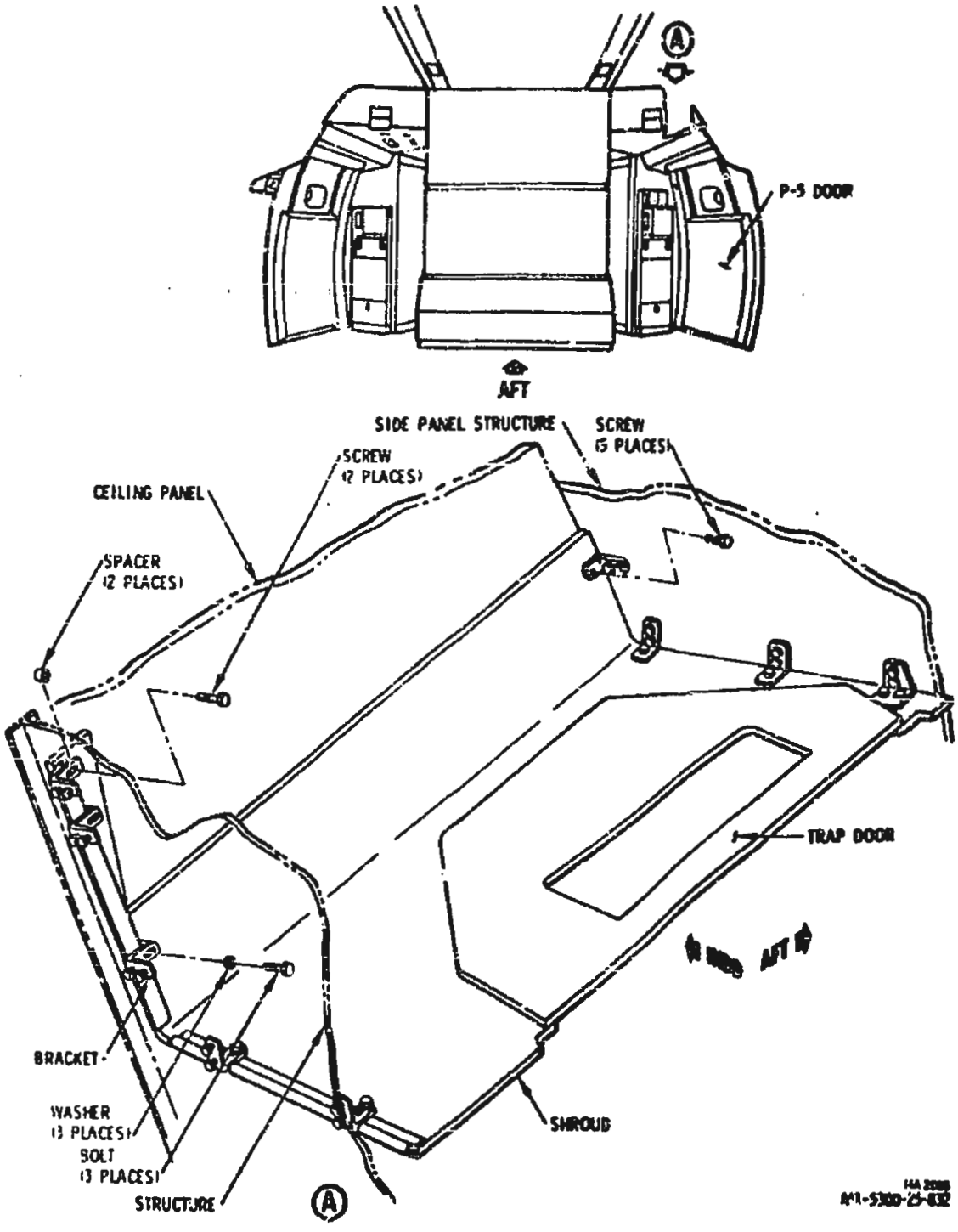
(3) Install handle assist by rotating nut in proper fitting (Ref. Fig. 402).



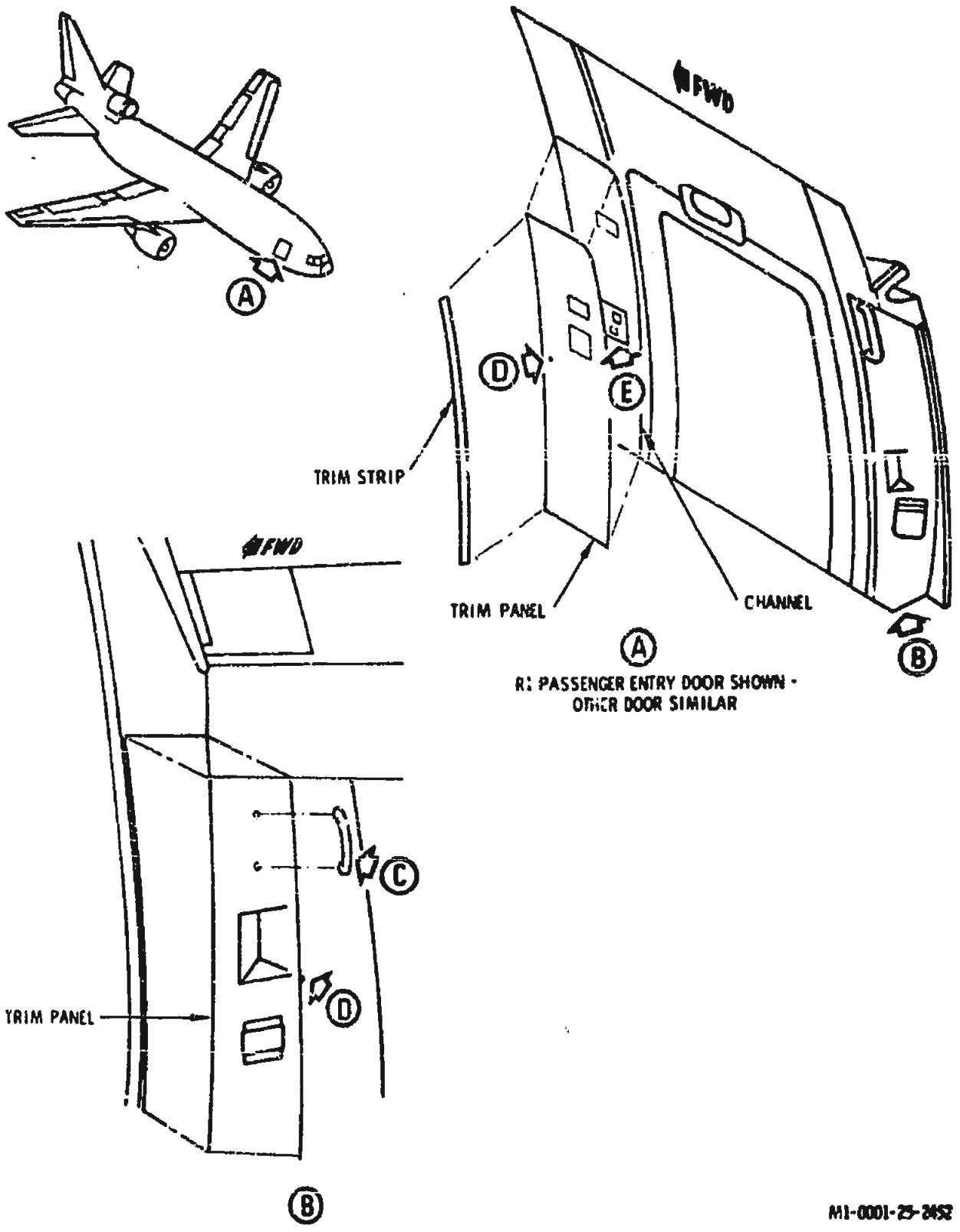
R Passenger Entry Shroud and Trim - Removal and Installation
R Figure 401 (Sheet 1)


WASHER - 2 PLACES
SCREW - 2 PLACES
SCREW - 4 PLACES
WASHER - 4 PLACES
STOWAGE BIN STRUCTURE
CEILING PANEL
HINGE
ROTATED 180°
FWD
NOTE
1 ONE-HINGE CONFIGURATION IS FOR LEFT AND RIGHT PASSENGER ENTRY SHROUD AT FS 878 ONLY.
2 THREE-HINGE CONFIGURATION IS FOR LEFT AND RIGHT PASSENGER ENTRY SHROUD AT FS 1513 ONLY.
TRAP DOOR
SHROUD
FS 878
FS 1513
RIGHT SIDE PASSENGER ENTRY SHOWN (TYPICAL FOR LEFT AND RIGHT DOORS LOCATED AT FS 878 AND FS 1513
MA2830
M1-0100-25-730

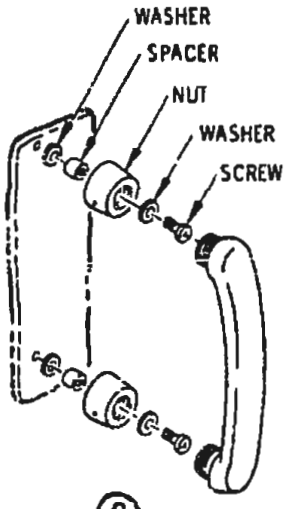
R Passenger Entry Shroud and Trim - Removal and Installation
R Figure 401 (Sheet 2)



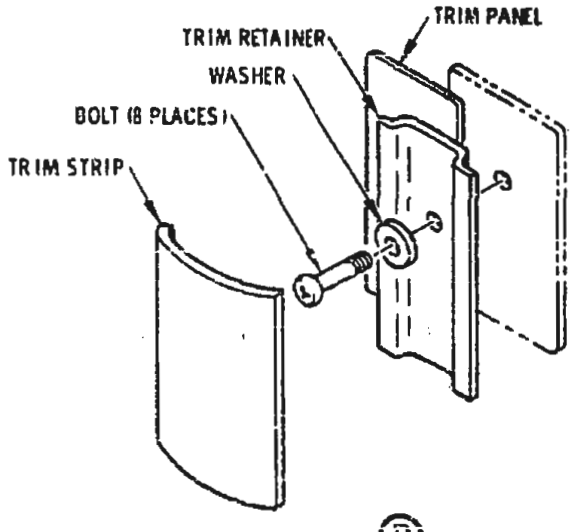
Passenger Entry Shroud and Trim - Removal and Installation
Figure 401 (Sheet 3)



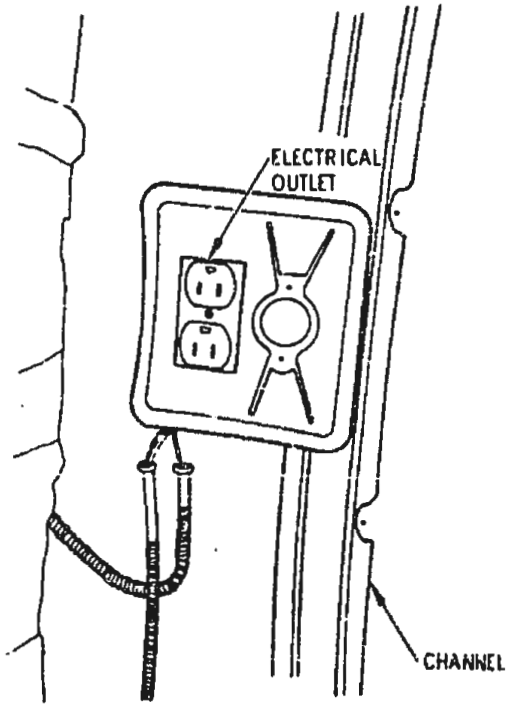
R Passenger Entry Door Trim - Removal and Installation
R Figure 402 (Sheet 1)



(C) HANDLE ASSIST



(D) TRIM STRIP ASSEMBLY



(E) ELECTRICAL OUTLET (LOOKING OUTBOARD)

M1-0000-25-2471

R Passenger Entry Door Trim - Removal and Installation
R Figure 402 (Sheet 2)

R EFFECTIVITY: ALL
R
001B

SIDEWALL TRIM PANELS - REMOVAL AND INSTALLATION

1. General

Sidewall trim panels are installed on the left and right outboard sides of the passenger compartment in zones 220 through 270. All panels are removed and installed identically (Ref. Fig. 401).

R 2. Referenced Procedure

R 25-26-14 Valance - Removal and Installation

R 3. Removal/Installation

A. Removal

R (1) Open applicable valance (Ref. 25-26-14).

R (2) Loosen snap on trim strip retainer and rotate free of
R trim strip.

R (3) Insert a blunt-ended screwdriver between trim strip and sidewall trim panel at base of installation.

R (4) Run screwdriver upward carefully and separate trim strip from sidewall trim panel.

R (5) Repeat Steps (1) through (4) for opposite side of sidewall trim panel.

R (6) Remove screws attaching each trim strip retainer to
R structure.

R (7) Remove sidewall trim panel from aircraft.

B. Installation

(1) Position sidewall trim panel in aircraft.

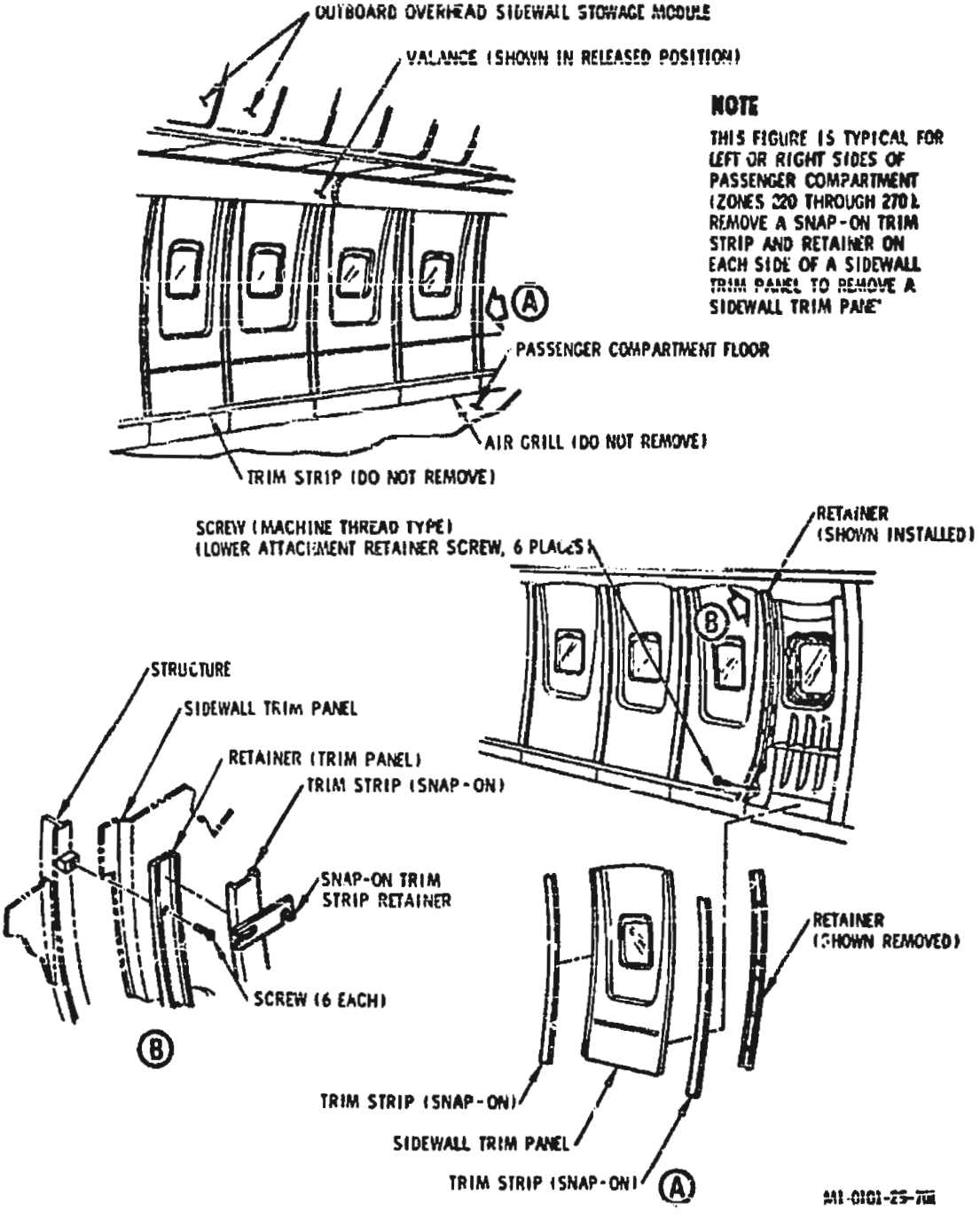
(2) Attach each trim strip retainer to structure with screws.

(3) Snap each trim strip onto the respective retainers.

R (4) Rotate trim strip retainer and rotate to engage trim
R strip.

(5) Tighten trim strip retainer nut.

R (6) Close valances opened in Step 3A (1).


OUTBOARD OVERHEAD SIDEWALL STOWAGE MODULE
VALANCE (SHOWN IN RELEASED POSITION)
NOTE
THIS FIGURE IS TYPICAL FOR LEFT OR RIGHT SIDES OF PASSENGER COMPARTMENT (ZONES 220 THROUGH 270). REMOVE A SNAP-ON TRIM STRIP AND RETAINER ON EACH SIDE OF A SIDEWALL TRIM PANEL TO REMOVE A SIDEWALL TRIM PANEL.
A
PASSENGER COMPARTMENT FLOOR
AIR GRILL (DO NOT REMOVE)
TRIM STRIP (DO NOT REMOVE)
SCREW (MACHINE THREAD TYPE) (LOWER ATTACHMENT RETAINER SCREW, 6 PLACES)
RETAINER (SHOWN INSTALLED)
B
STRUCTURE
SIDEWALL TRIM PANEL
RETAINER (TRIM PANEL)
TRIM STRIP (SNAP-ON)
SNAP-ON TRIM STRIP RETAINER
SCREW (6 EACH)
B
RETAINER (SHOWN REMOVED)
TRIM STRIP (SNAP-ON)
SIDEWALL TRIM PANEL
TRIM STRIP (SNAP-ON)
A
A11-0101-25-7M

R Sidewall Trim Panels - Removal and Installation
R Figure 401

R EFFECTIVITY: ALL
R
0016

ASPIRATOR GRILLE AND JET PUMP ASSEMBLY - REMOVAL AND INSTALLATION

1. General

R Aspirator grille and jet pump removal and installation is
R located in 21-23-05.

VALANCE - REMOVAL AND INSTALLATION

1. General

Valance panels are installed above the passenger compartment sidewall windows in zones 220 through 270. All panels are removed and installed identically (Ref. Fig. 401).

2. Referenced Procedure

33-21-06 Window Valance Lights - Removal and Installation.

3. Removal/Installation

A. Removal

(1) Reach under lower outboard edge of panel and disengage panel latches.

R R NOTE: Verify that latch is fully retracted before lowering valance panel.

R (2) Lower valance panel and allow to hinge downward.

(3) Support panel and remove hinge pins.

(4) Remove panel from aircraft.

B. Installation

NOTE: Verify lamps are engaged before closing valance panel (Ref. 33-21-06).

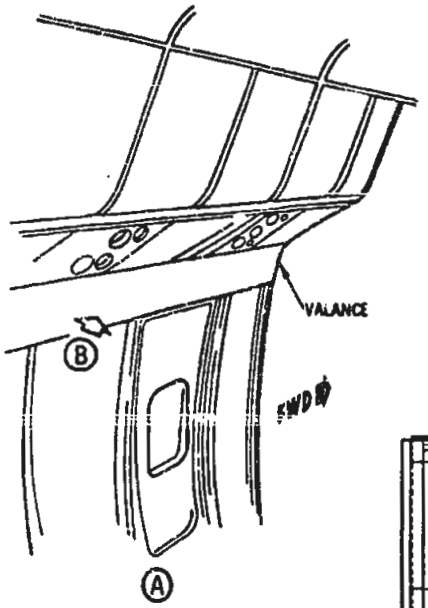
(1) Place panel into position.

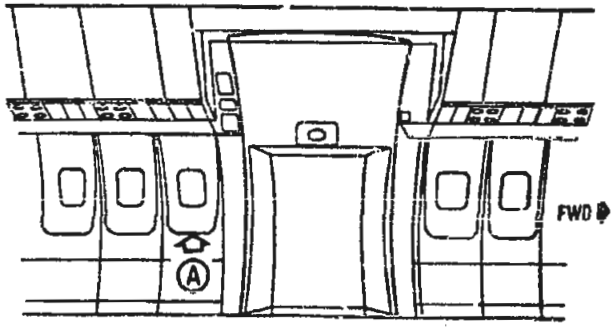
(2) Install hinge pins between fixed and panel hinge halves.

(3) Raise and hold panel in closed position.

R NOTE: Verify that latch catch and latch are aligned.

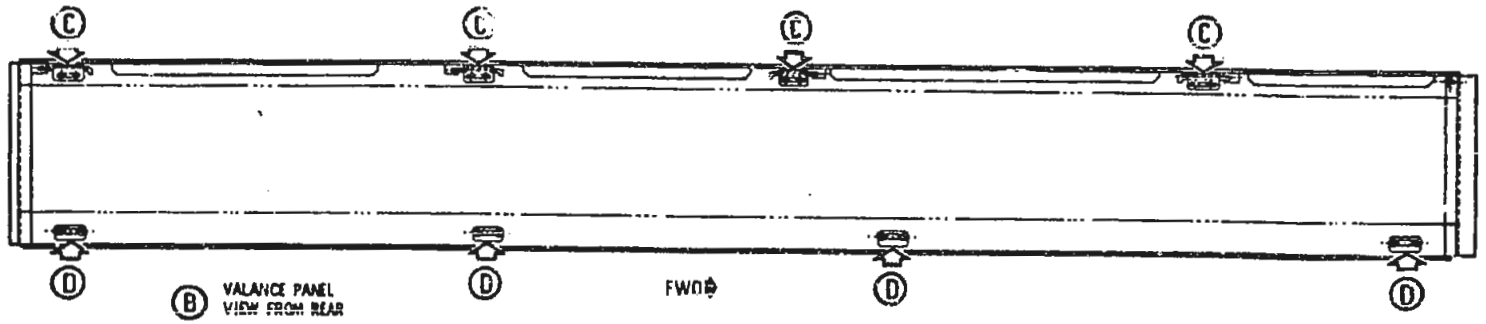
(4) Reach under lower outboard edge of panel and engage latches.

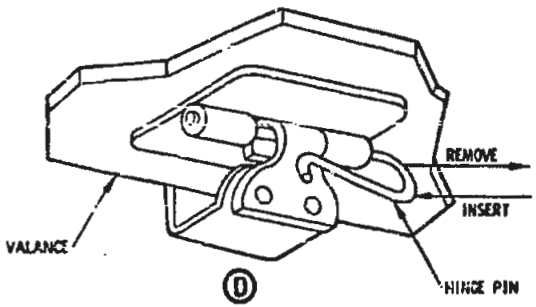


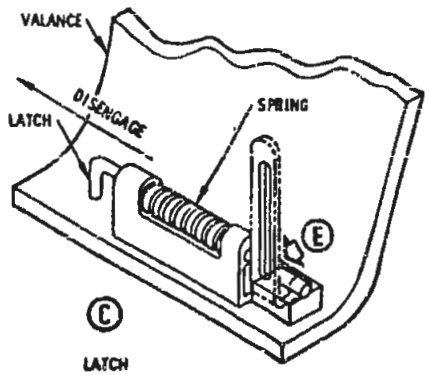


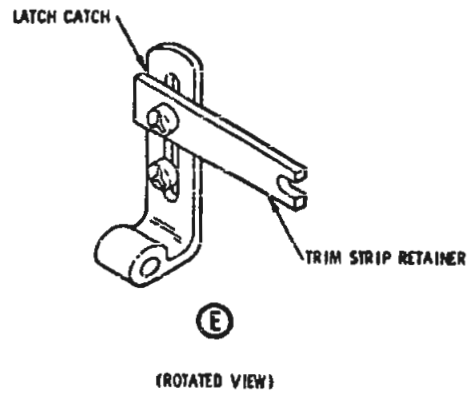
ZONE 220
LEFT SIDE

NOTE
VALANCE PANELS
ARE LOCATED
IN ZONES 220
THROUGH 270









MI-0000-25-2412

R
R Valance Panel - Removal and Installation
Figure 401

R EFFECTIVITY: ALL
R
R
001B

FORWARD ATTENDANT CONTROL PANEL - REMOVAL AND INSTALLATION

1. General

The forward attendant control panel is located next to the L1 passenger compartment entry door in zone 223 (Ref. Fig. 401).

2. Removal/Installation

A. Removal

(1) On galley left circuit breaker panel, zone 131, open and tag following circuit breakers:

PASS SVCE BUS 1L

LIGHTING VALANCE DIST (F13)

LIGHTING VALANCE DIM CONT FWD (F15)

CABIN LIGHTING SOFFIT FWD (G13)

CABIN LIGHTING SOFFIT FWD (G14)

CABIN LIGHTING SOFFIT DIM CONT MOTOR FWD (G17)

PASS SVCE BUS 2L

AUDIO ENTERTAINMENT TAPE RPDR (E8)

AUDIO ENTERTAINMENT SUB MULTIPLEXER FWD (E10)

R (2) Disconnect microphone jack.

R (3) Remove Public address microphone from control panel.

(4) Remove screws securing base of control panel to vertical partition.

(5) Pull control panel directly upward to disengage panel from upper brackets.

(6) Move control panel sufficiently to gain access to electrical connector.

(7) Disconnect electrical connectors at forward side of control panel.

(8) Remove control panel from aircraft.

B. Installation

(1) Verify circuit breakers opened in Step 2A(1) are open and tagged.

(2) Manually hold control panel and connect electrical connectors at forward side of panel.

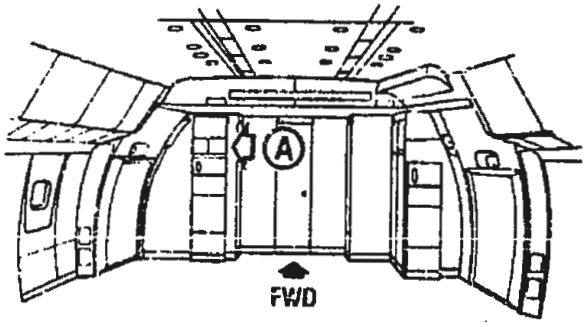
R (3) Engage control panel to upper brackets at forward upper
R end.

(4) Install screws securing base of control panel to vertical partition.

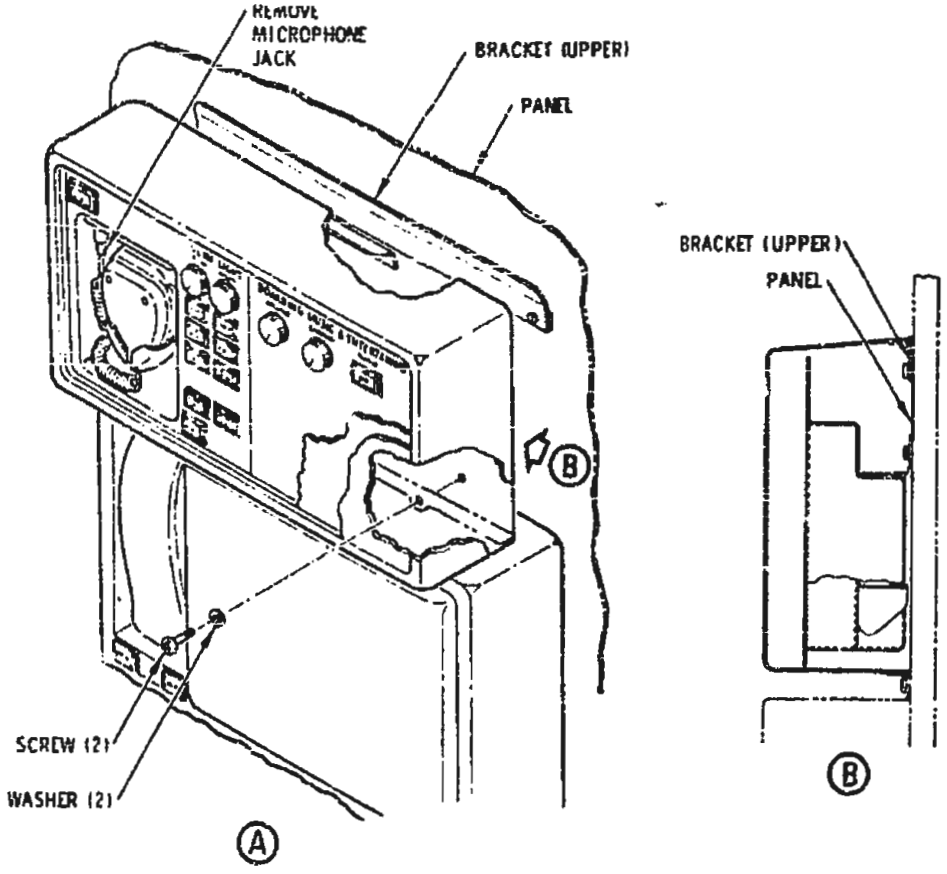
(5) Connect microphone jack on face of panel for public address microphone.

(6) Install public address microphone in bracket on control panel.

NOTE
ELECTRICAL CONNECTORS NOT SHOWN ON BACK OF PANEL



FWD SERVICE CENTER AND PASSENGER SEATS NOT SHOWN



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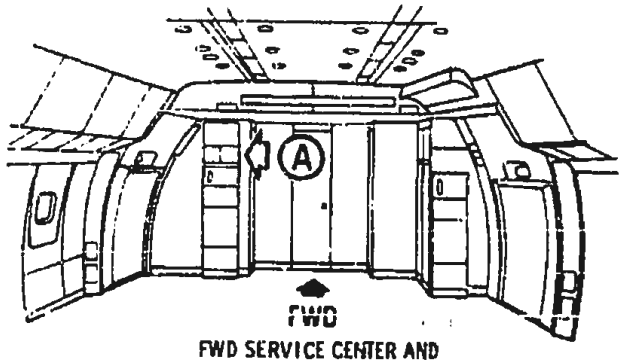
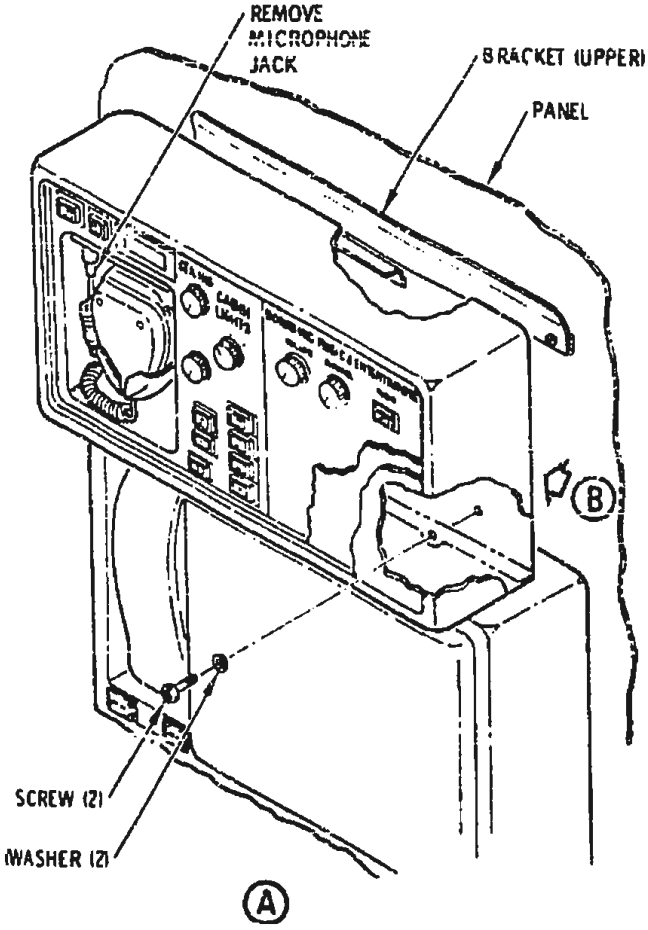
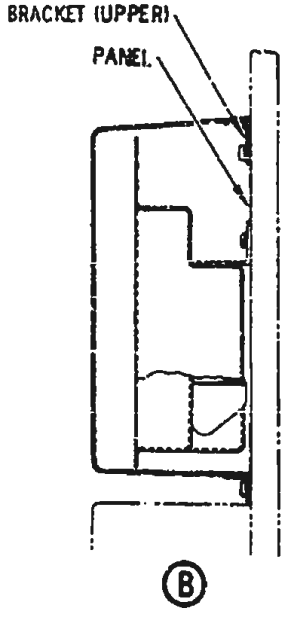
Forward Attendant Control Panel - Removal and Installation
Figure 401

NOTE
ELECTRICAL CONNECTORS NOT SHOWN ON BACK OF PANEL



FWD SERVICE CENTER AND PASSENGER SEATS NOT SHOWN





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R Forward Attendant Control Panel - Removal and Installation
R Figure 401

AFT ATTENDANT CONTROL PANEL - REMOVAL AND INSTALLATION

1. General

The aft attendant control panel is located next to the L4 passenger compartment door in zone 271 (Ref. Fig. 401).

2. Removal/Installation

A. Removal galley left circuit breaker panel open and tag following circuit breakers:

Pass Svce Bus 1L

Lighting Valence Dist (F13)

Lighting Valance Dim Control (F16)

Cabin Soffit Aft (G15)

Cabin Lighting Soffit Control Motor (G18)

PASS SVCE BUS 2L

Audio Entertainment Tape RPDR (E8)

Audio Entertainment Sub Multiplexer Mid-Aft (E11)

Audio Entertainment Sub Multiplexer Aft (E12)

PASS SVCE BUS 3

DC GRND SERV BUS EXT

Cabin Lighting Luminaire Valance Control MA (K19)

Cabin Lighting Luminaire Valance Control CVRSN (K20)

Cabin Lighting Luminaire Valance Control Cross Aisle (K21)

(2) Disconnect electrical connector on face of panel for public address microphone.

(3) Remove microphone from control panel.

(4) Remove screws securing base of control panel to vertical partition.

(5) Pull control panel directly upward to disengage panel from upper brackets.

(6) Move control panel sufficiently to gain access to electrical connectors.

(7) Disconnect electrical connectors at forward side of control panel.

(8) Remove control panel from aircraft.

B. Installation

(1) Verify circuit breakers opened in Step 2A(1) are open and tagged.

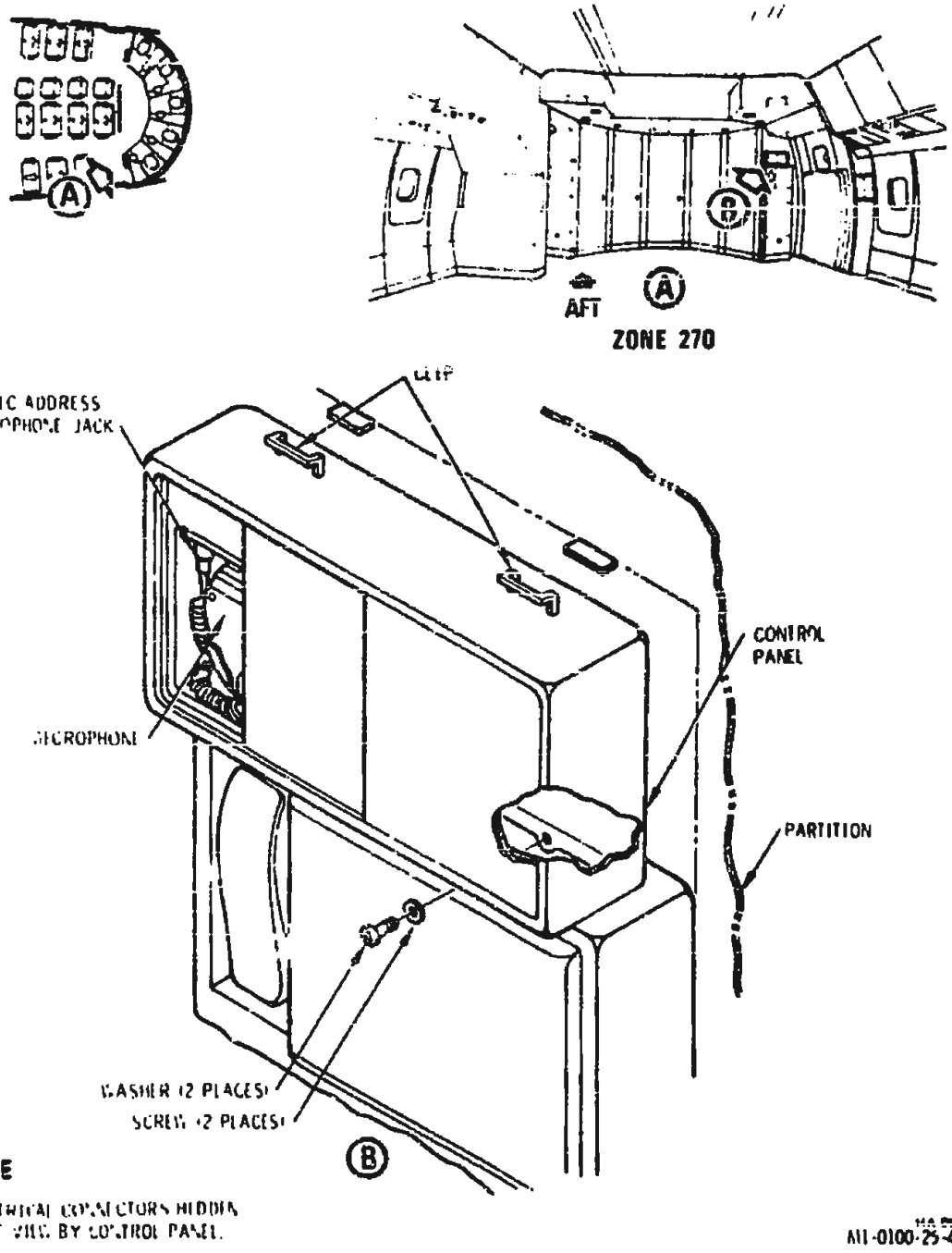
(2) Manually hold control panel and connect electrical connectors at forward side of panel.

(3) Engage control panel to brackets at forward upper end.

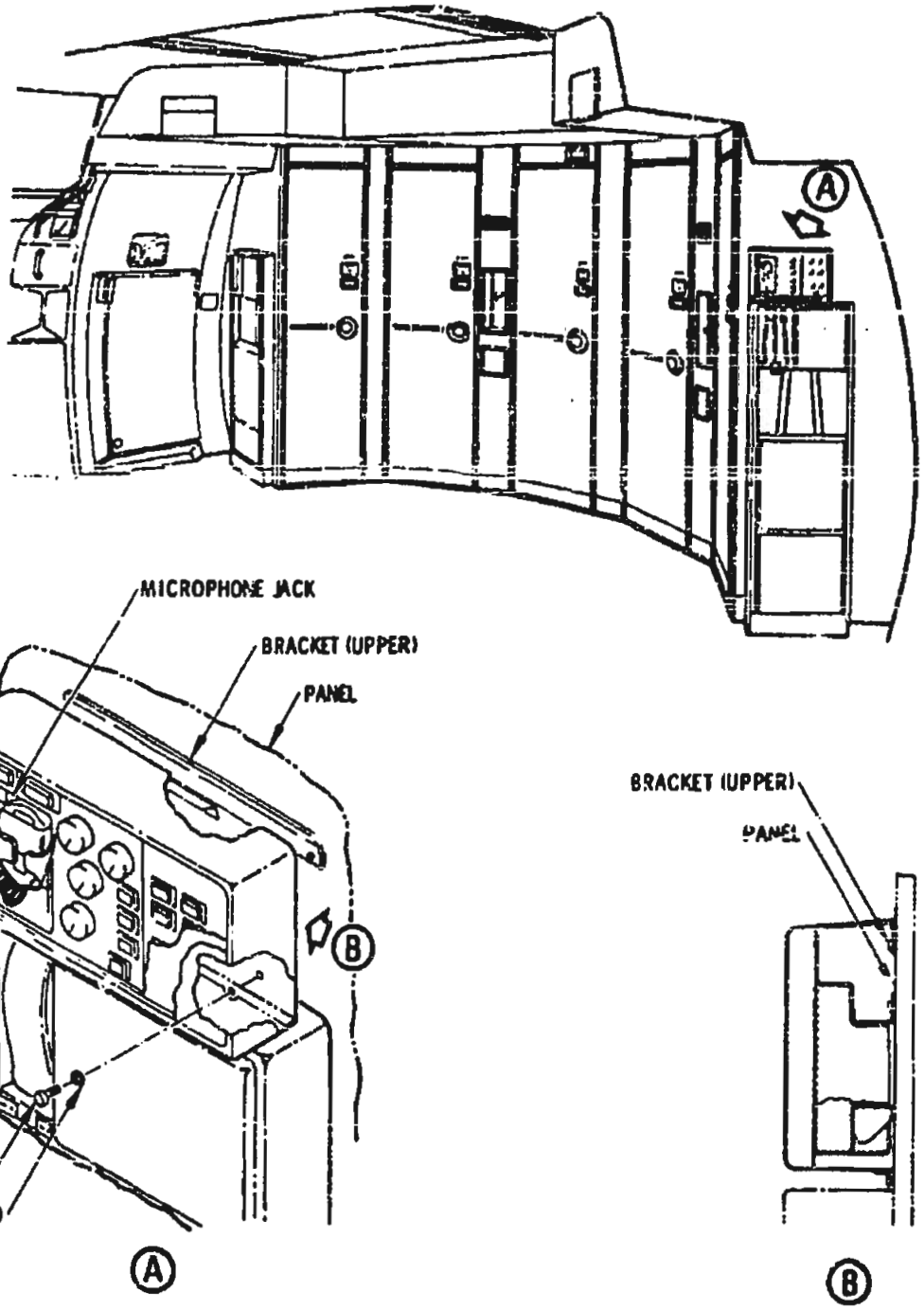
(4) Install screws securing base of control panel to vertical position.

(5) Connect electrical connector on face of panel for public address microphone.

(6) Install microphone in bracket on control panel.



Aft Attendant Control Panel - Removal and Installation
Figure 401



NOTE
ELECTRICAL CONNECTORS NOT SHOWN ON BACK OF PANEL

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R Aft Attendant Control Panel - Removal and Installation
R Figure 401

R # WINDOW SHADES - REMOVAL AND INSTALLATION

R 1. General

R A track-mounted window shade is installed in each sidewall trim
R panel, zones 220 throug 270. All window shades are installed
R and removed identically (Ref. Fig. 401).

R 2. Removal/Installation

R A. Removal

R (1) Place shade in the three-quarter closed position.

R (2) Grasp shade with both hands at lower outer edges.

R (3) Bow center of shade inboard at its base.

R (4) Pull shade downward and remove from tracks and sidewall
R panel.

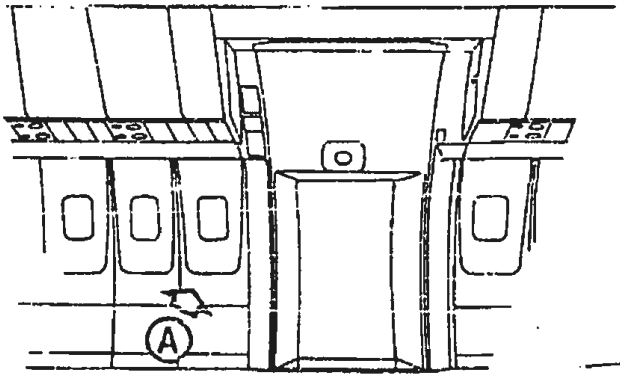
R B. Installation

R (1) Grasp shade at upper outboard end with both hands, and
R bow center of shade inboard.

R (2) Insert upper end of shade in sidewall panel tracks.

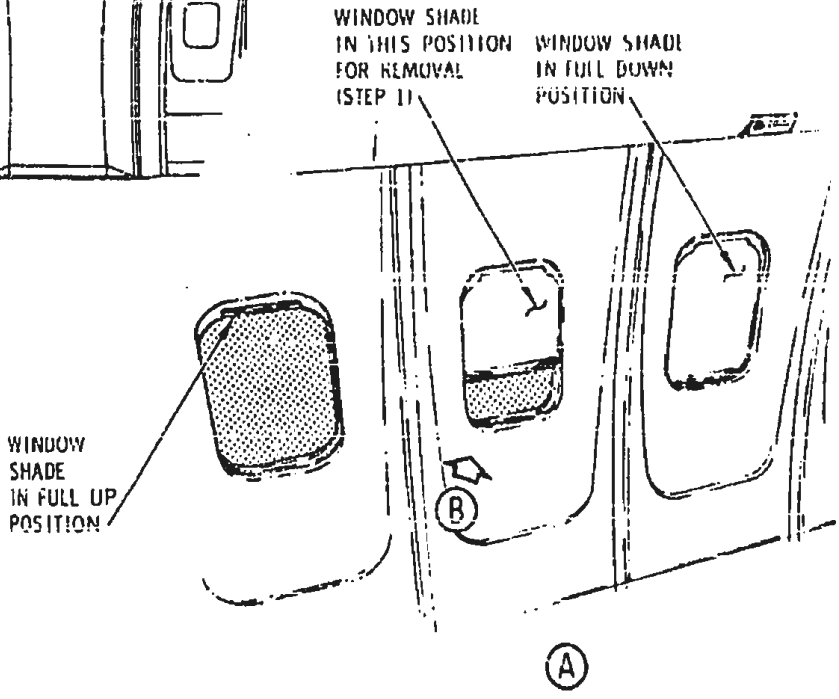
R (3) Grasp shade with both hands at lower outer edges.

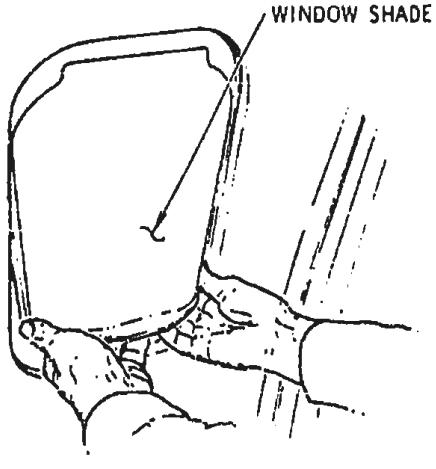
R (4) Bow center of shade inboard at its base, and insert
R lower end of shade into the tracks.



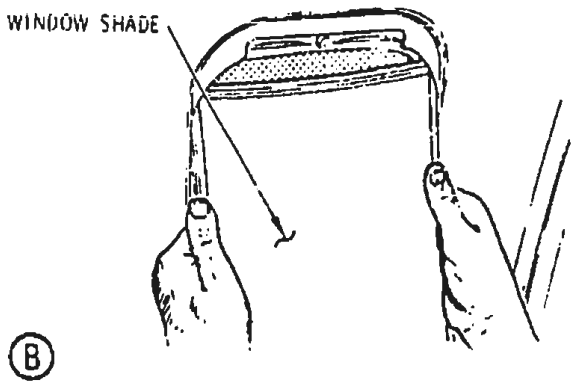
NOTE

THIS FIGURE IS TYPICAL FOR LEFT OR RIGHT SIDES OF PASSENGER COMPARTMENT (ZONES 220 THROUGH 270)





(STEP 2)



(STEP 3)

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R
R

Window Shades - Removal and Installation
Figure 401

SIDEWALL TRIM PANEL SCRATCH PANE - REMOVAL AND INSTALLATION

1. General

A scratch pane is mounted outboard of the window shade in each sidewall trim panel in the passenger compartment (zones 220 through 270). The window shade must be removed before the scratch pane can be removed (Ref. Fig. 401). Heavy weight window shades are installed at all window positions. The scratch pane is retained in position at the upper edge by a
R scratch panefastener and a No. 8 screw inserted into the
R fastener.

2. Referenced Procedure

25-26-20 Window Shades - Removal and Installation

3. Removal/Installation

A. Removal

(1) Remove window shade (Ref. 25-26-20).

R (2) Remove screw and scratch pane fastener at upper and
R inboard side of scratch pane.

R (3) Raise scratch pane upward approximately midway in
R window area.

R (4) Grasp scratch pane at base and bend center portion inboard.

(5) Pull scratch pane downward and remove from window area.

B. Installation

R NOTE: Verify retainer, located in lower track, is present
R and secure.

R (1) Grasp scratch pane at base and bend center portion inboard.

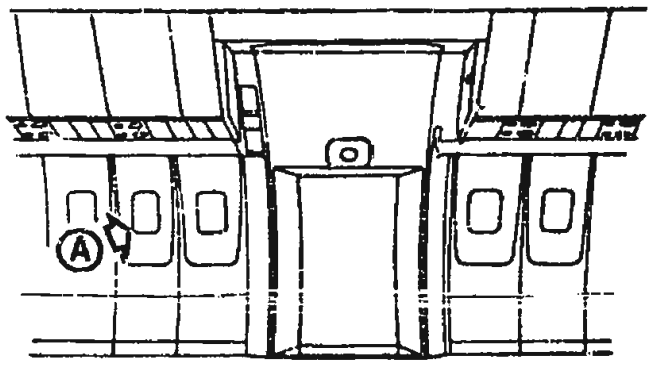
(2) Insert scratch pane into upper section of window area
R and slide upward approximately midway of window.

R (3) Pull scratch pane downward to installed position.

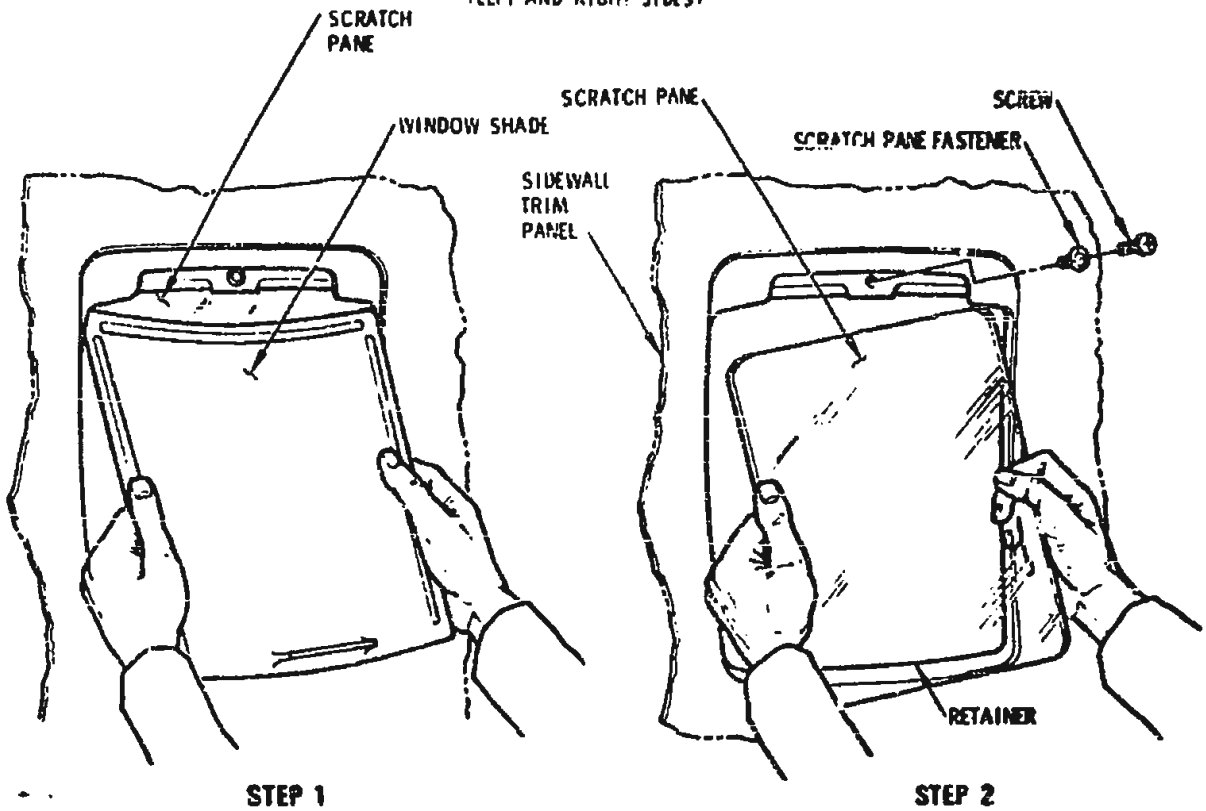
R (4) Install fastener by pressing into place.

R R (5) Install screw, and screw in until screw threads ratchet.

R (6) Install window shade (Ref. 25-26-20).



TYPICAL FOR ZONE 220 THROUGH 270
(LEFT AND RIGHT SIDES)



R Sidewall Trim Panel Scratch Pane - Removal and Installation
R Figure 401

SIDEWALL TRIM PANEL SCRATCH PANE - REMOVAL AND INSTALLATION

1. General

R Scratch panes are protective panels installed on the window
R shade frame assembly to protect the passenger compartment window
R from being damaged. The scratch pane is held in place with a
R retainer located at the upper edge. A pad is provided on the
R bottom track of the window shade frame assembly for positive
R retention of the scratch pane (Ref. Fig. 401).

2. Equipment and Materials

Suction cup, 2-inch diameter, or equivalent

3. Referenced Procedure

25-26-20 Window Shades - Removal and Installation

4. Removal/Installation

A. Removal

(1) Remove window shade (Ref. 25-26-20).

R (2) Apply suction cup against upper inboard face of scratch pane.

(3) Exert a simultaneous downward (0.03 inch) and inboard
R pull followed by an upward pull on suction cup.

R NOTE: The slight downward motion will permit scratch
R pane upper edge to be removed from retainer.

R (4) Remove suction cup and lift scratch pane to slide pane
R into upper housing of shade assembly approximately two inches.

(5) Bow lower edge of scratch pane inboard and pull pane through window shade opening.

B. Installation

R NOTE: Verify pad located on bottom track of window shade
R frame assembly is present and secure.

R (1) Grasp base of scratch pane and bend center portion inboard.

(2) Insert scratch pane upper edge through window shade
R opening and slide pane into upper housing of shade
R assembly approximately two inches.

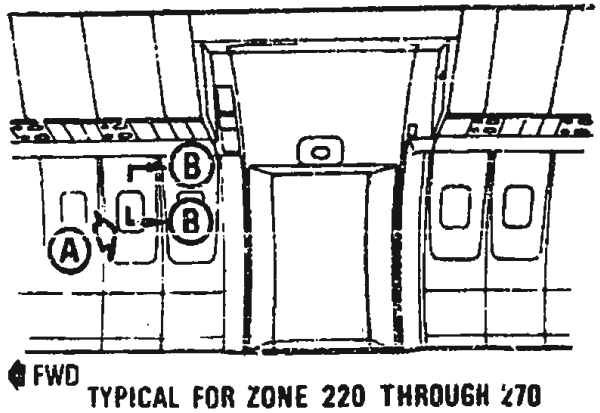
R (3) Apply suction cup against upper inboard face of scratch pane.

(4) Exert a simultaneous downward and outboard pull
R followed by an upward pull (0.03 inch) on suction cup.

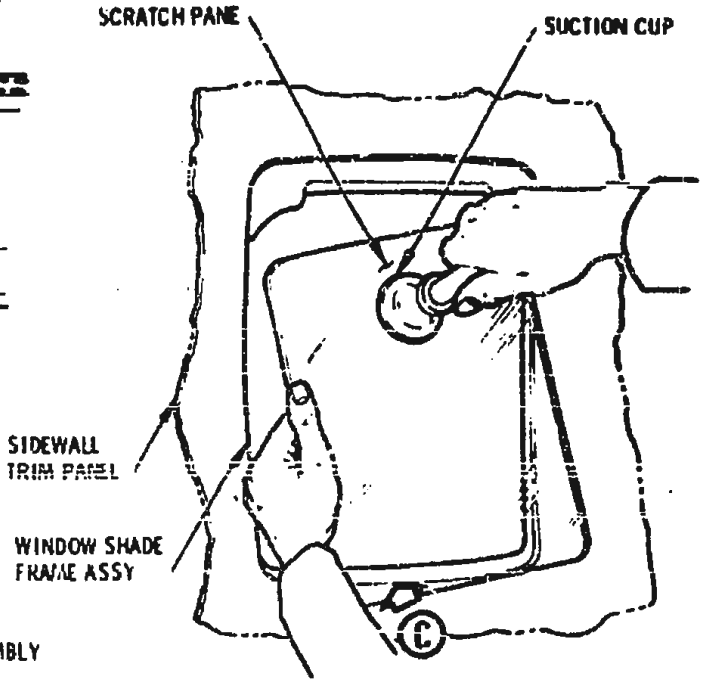
R NOTE: The slight upward motion will permit scratch
R pane upper edge to be installed outboard of retainer.

(5) Remove suction cup from scratch pane.

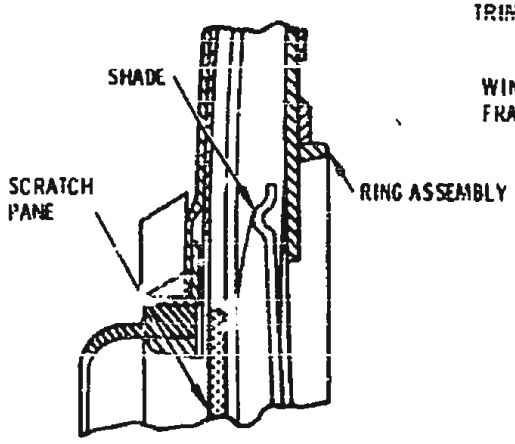
(6) Install window shade (Ref. 25-26-20).



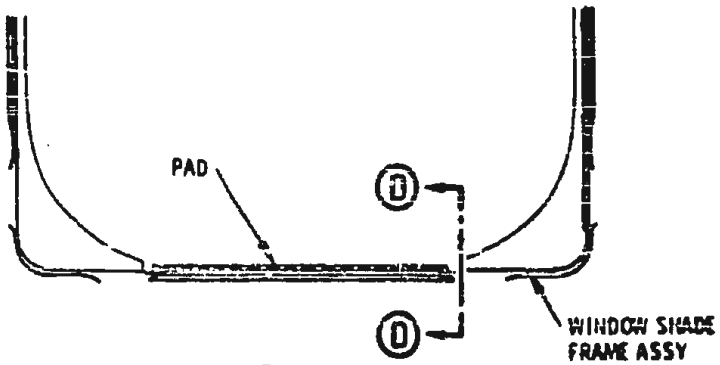
TYPICAL FOR ZONE 220 THROUGH 270
(LEFT AND RIGHT SIDES)



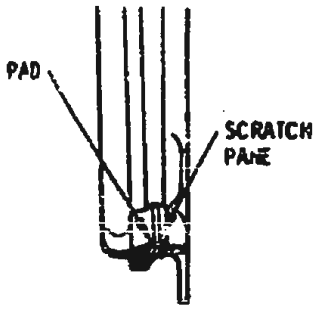
(A) REMOVE SCRATCH PANE WITH SUCTION CUP



(B) SCRATCH PANE AND SHADE INSTALLED



(C) BOTTOM TRACK WINDOW SHADE FRAME ASSY.



(D)

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R Sidewall Trim Panel Scratch Pane - Removal and Installation
R Figure 401

SIDEWALL DECOMPRESSION VENT ASSEMBLY - MAINTENANCE PRACTICES

1. General

This procedure applies when an aircraft is to be dispatched with two sidewall vent assemblies in each zone of the passenger compartment inoperative. This procedure contains a cleaning method for a sidewall vent assembly.

2. Maintenance Practices

A. Deactivation

R (1) Gain access to inoperative sidewall vent assembly
R located along side of aircraft in passenger compartment area (Ref. 25-26-00).

(2) Remove defective sidewall vent assembly (Ref. 25-26-30).

(3) Install tapes or ropes to block access to seat adjacent
R to defective vent box. Install conspicuous signs and
R placards in area indicating seat not to be occupied.

B. Cleaning

(1) Remove sidewall vent assembly (Ref. 25-26-30).

R (2) Vacuum plenum area.

R (3) Prepare solution of one part soap (Intex Part No. 8201) to 15 parts water.

R (4) Wash complete sidewall vent assembly in soap and water
R solution.

R NOTE: Deposits of gum and tar may be removed from sidewall vent assembly by using a non-metallic brush.

SIDEWALL DECOMPRESSION VENT ASSEMBLY - REMOVAL AND INSTALLATION

1. General

The sidewall decompression vent assemblies are located on both sides of the passenger compartment just above the passenger compartment floor.

2. Referenced Procedure

25-21-04 Seats - Passenger Compartment - Removal and Installation

25-26-30 Sidewall Decompression Vent - Inspection and Check

3. Removal/Installation - Sidewall Decompression Vent Assembly

A. Removal

(1) Remove passenger seat, if required, to gain access to sidewall decompression vent assembly (Ref. 25-21-04).

R (2) Remove screws attaching sidewall decompression vent assembly to sidewall (Ref. Fig. 402).

(3) Grasp bottom of sidewall decompression vent assembly and rotate away from sidewall to disengage top edge from retainer.

(4) Remove sidewall decompression vent assembly from aircraft.

B. Installation

R WARNING: SIDEWALL DECOMPRESSION VENTS MUST BE INSTALLED IN
R THEIR PROPER LOCATIONS. REFER TO LOCATION CHART (REF.
R FIG. 401) FOR CORRECT INSTALLATION POSITION.

R NOTE: On aircraft 032-999,
R sidewall decompression vents are color coded with a
R yellow disk on inside face of frame and a
R corresponding yellow stripe on top lip and inboard
R face of dust angle visible above floorboard at
R applicable locations. Acoustic cabin air exhaust
R grilles are color coded blue in the same manner.

(1) Hold sidewall decompression vent assembly at bottom, and with a curving upward motion, engage top edge of sidewall decompression vent assembly into retainer.

(2) Gently push decompression vent assembly into sidewall opening.

NOTE: All sidewall decompression vent assemblies should be constant with each other and a gap of 0.30 to 0.50 inches between each sidewall decompression vent assembly.

(3) Install attaching screws.

4. Removal/Installation - Sidewall Decompression Vent Grille

A. Removal

(1) Remove screws (4) securing grille to sidewall decompression vent assembly.

(2) Remove grille from sidewall decompression vent assembly.

NOTE: Grille can be removed with the sidewall decompression vent assembly installed in the aircraft.

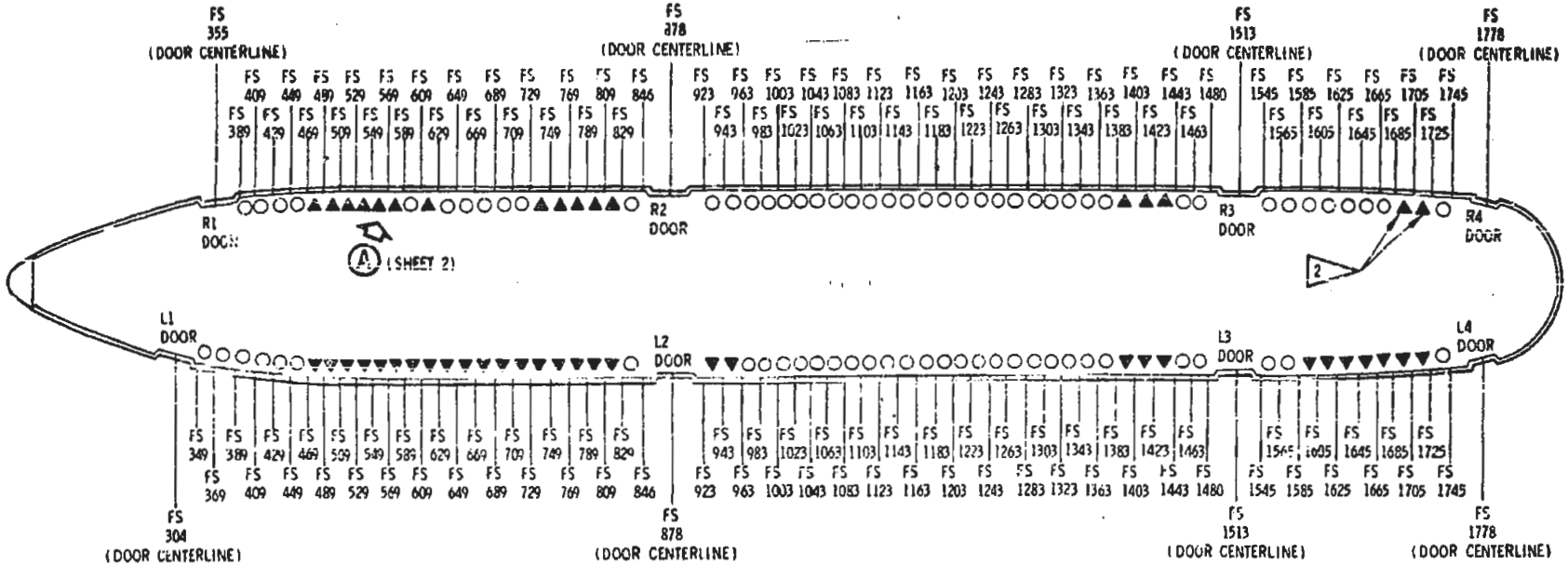
B. Installation

(1) Place grille in proper position. A gap of 0.015 to 0.055 inches is allowable between grille and sidewall decompression vent assembly frame.

(2) Install screws (4) and secure grille to sidewall decompression vent assembly.

(3) Adjust grille to keep lower edge of grille in plane with lower edge of surrounding sidewall decompression vent assembly frame within 0.040 inches.

(4) Perform Sidewall Decompression Vent Assembly - Inspection and Check (Ref. 25-26-30), to verify proper operation of sidewall decompression vent.



LEGEND

▲ SIDEWALL DECOMPRESSION VENT

○ CABIN AIR EXHAUST GRILLE

NOTE

1 IF UNSURE OF FUSELAGE STATION, USE DOOR CENTERLINE AS REFERENCE.

2 ON AIRCRAFT WITH SB25-521, SIDEWALL DECOMPRESSION VENTS INSTALLED BETWEEN FS 1685 AND 1725 ARE REPLACED WITH EITHER ACOUSTIC CABIN AIR EXHAUST GRILLES, CABIN AIR EXHAUST GRILLES OR BLANKING PLATES

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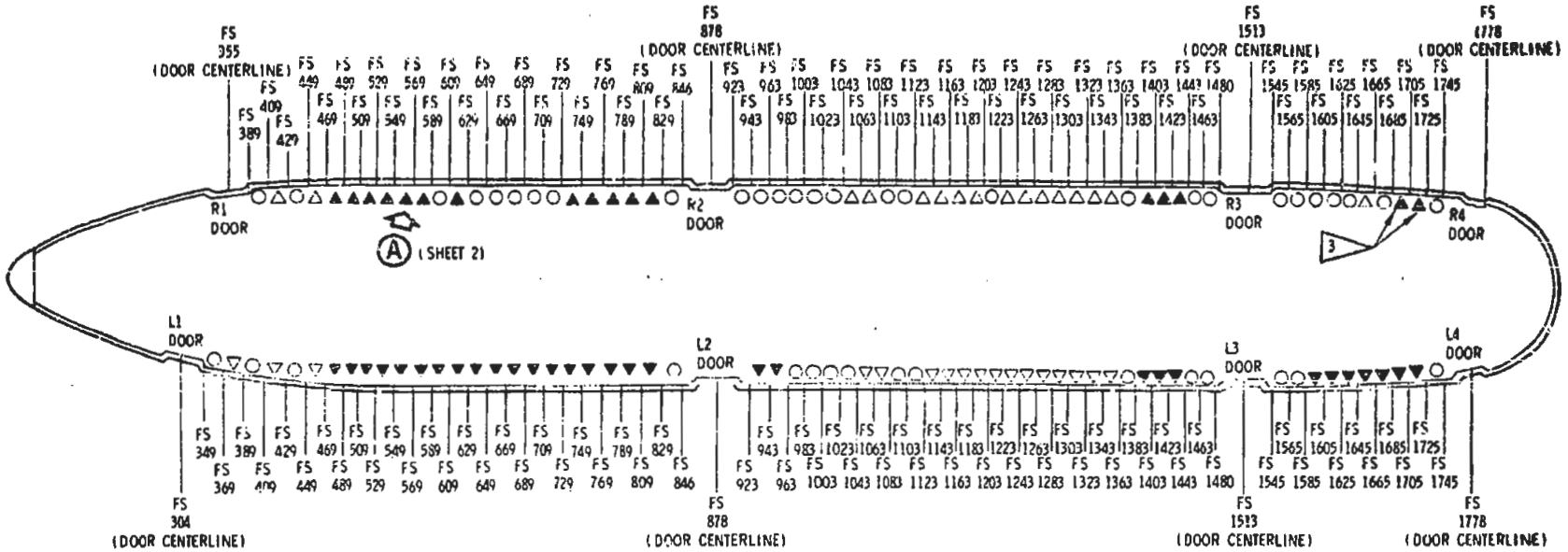
R Sidewall Decompression Vent Assembly Location Chart
R Figure 401 (Sheet 1)



LEGEND

- ▲ SIDEWALL DECOMPRESSION VENT (YELLOW) (REF. NOTE 2)
- △ ACOUSTIC CABIN AIR EXHAUST GRILLE (BLUE) (REF. NOTE 2)
- ○ CABIN AIR EXHAUST GRILLE

NOTE

1. IF UNSURE OF FUSELAGE STATION, USE DOOR CENTERLINE AS REFERENCE.
2. SIDEWALL DECOMPRESSION VENTS ARE COLOR CODED YELLOW AND ACOUSTIC CABIN AIR EXHAUST GRILLES ARE COLOR CODED BLUE FOR CORRECT INSTALLATION. A CORRESPONDING YELLOW AND BLUE STRIPE IS PAINTED ON TOP LIP AND INBOARD FACE OF DUST ANGLE VISIBLE ABOVE FLOORBOARD AT APPLICABLE LOCATIONS.
3. ON AIRCRAFT WITH SB25-521, SIDEWALL DECOMPRESSION VENTS INSTALLED BETWEEN FS 1685 AND 1725 ARE REPLACED WITH EITHER ACOUSTIC CABIN AIR EXHAUST GRILLES, CABIN AIR EXHAUST GRILLES OR BLANKING PLATES

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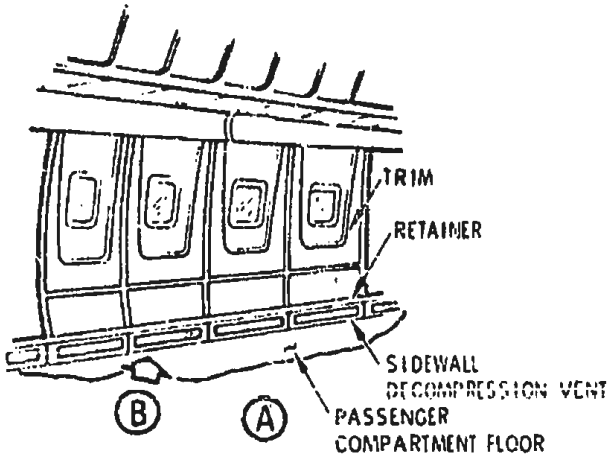
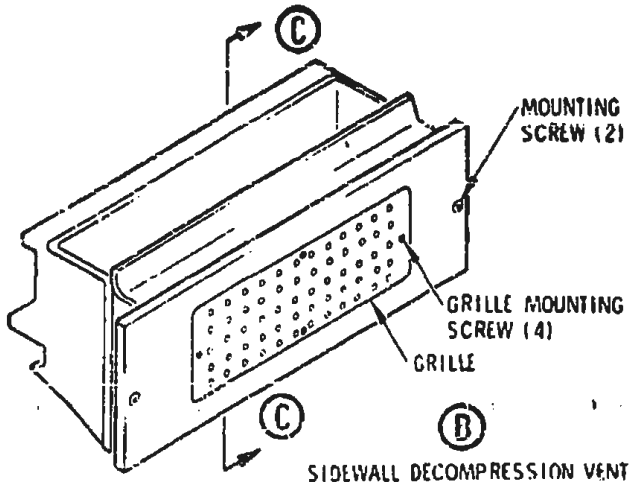
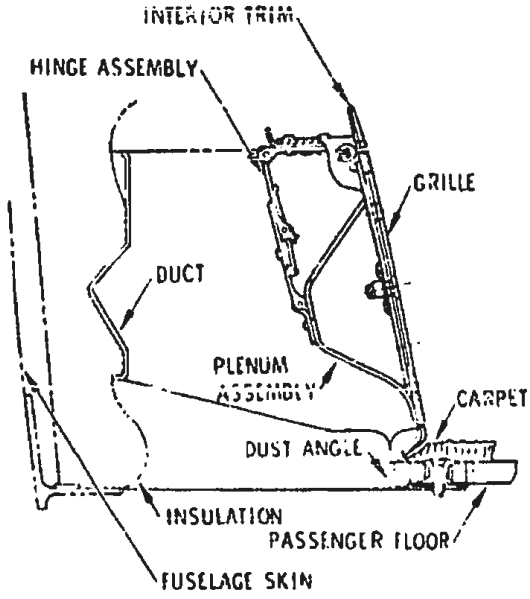
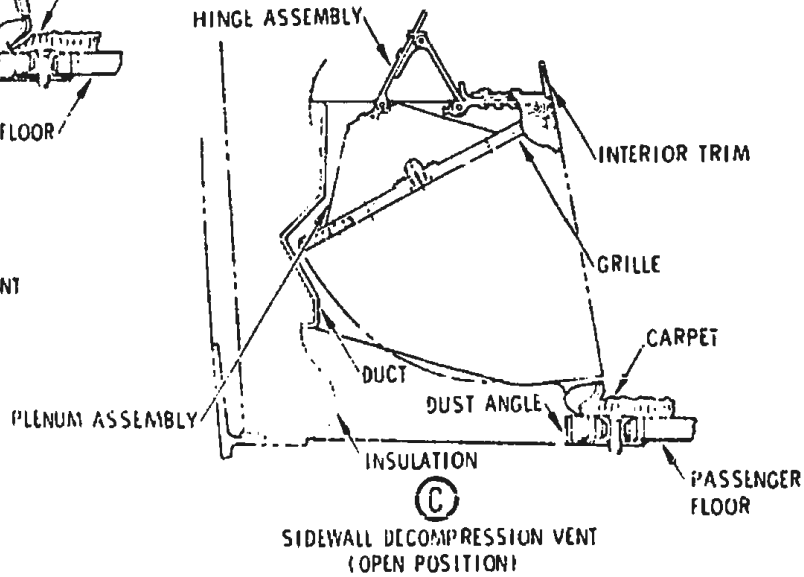
R Sidewall Decompression Vent Assembly Location Chart
R Figure 401 (Sheet 1)









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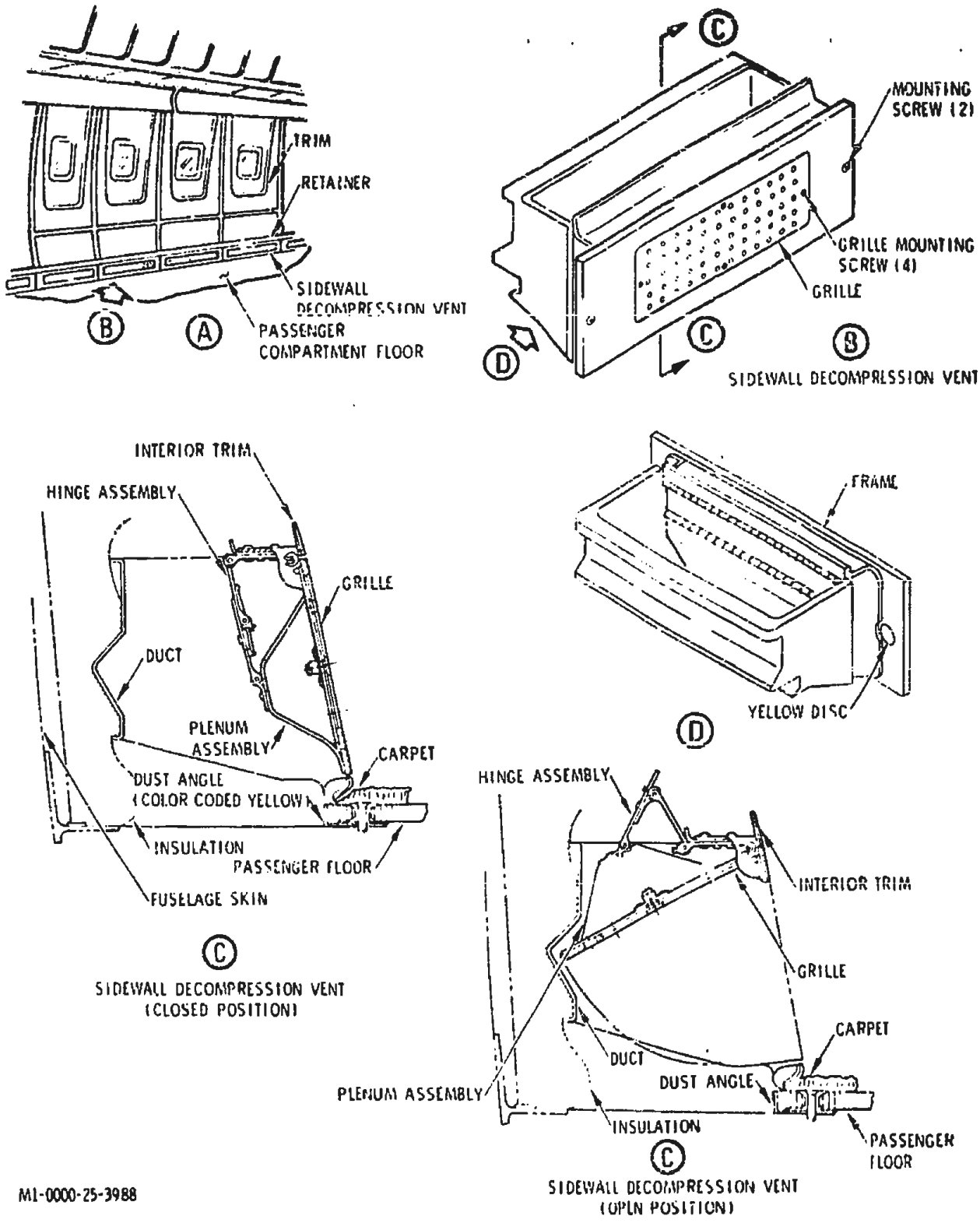
R Sidewall Decompression Vent Assembly Location Chart
R Figure 401 (Sheet 2)



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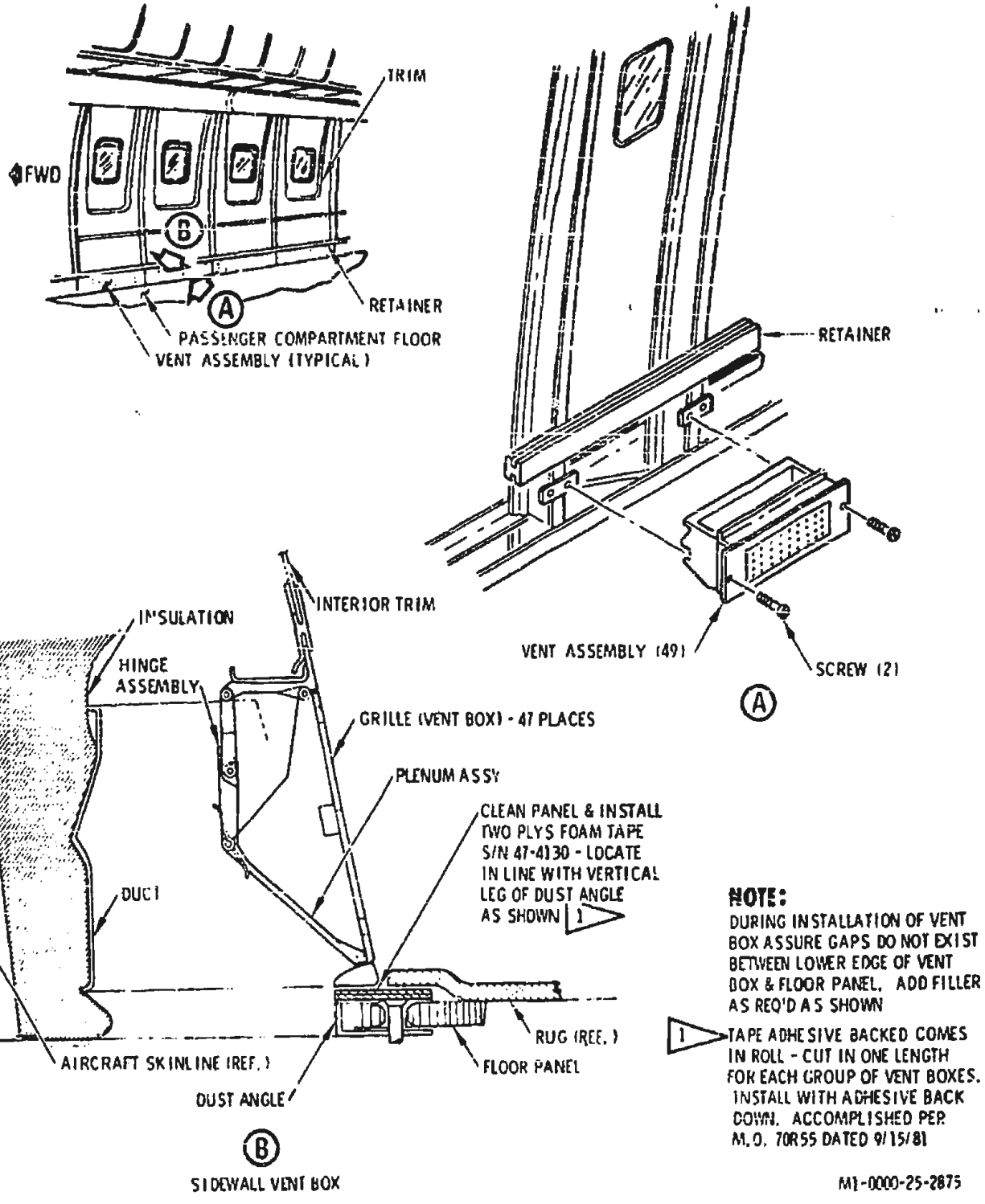
R Sidewall Decompression Vent Assembly Location Chart
R Figure 401 (Sheet 2)

R EFFECTIVITY: 032-999

001B


TRIM
FWD
B
A
RETAINER
PASSENGER COMPARTMENT FLOOR VENT ASSEMBLY (TYPICAL)
RETAINER
VENT ASSEMBLY (49)
SCREW (2)
A
INTERIOR TRIM
INSULATION
HINGE ASSEMBLY
GRILLE (VENT BOX) - 47 PLACES
PLENUM ASSY
CLEAN PANEL & INSTALL TWO PLYS FOAM TAPE S/N 47-4130 - LOCATE IN LINE WITH VERTICAL LEG OF DUST ANGLE AS SHOWN 1
DUCT
RUG (REF.)
AIRCRAFT SKIN LINE (REF.)
FLOOR PANEL
DUST ANGLE
B
SIDEWALL VENT BOX
NOTE:
DURING INSTALLATION OF VENT BOX ASSURE GAPS DO NOT EXIST BETWEEN LOWER EDGE OF VENT BOX & FLOOR PANEL. ADD FILLER AS REQ'D AS SHOWN
1 TAPE ADHESIVE BACKED COMES IN ROLL - CUT IN ONE LENGTH FOR EACH GROUP OF VENT BOXES. INSTALL WITH ADHESIVE BACK DOWN. ACCOMPLISHED PER M.O. 70R55 DATED 9/15/81
M1-0000-25-2875

CR Sidewall Decompression Vent Assembly - Removal and Installation
CR Figure 402

R EFFECTIVITY: ALL
R
001B

SIDEWALL DECOMPRESSION VENT ASSEMBLY - INSPECTION AND CHECK

1. General

This procedure provides information for the inspection and check of the decompression venting along the sides of the passenger compartment (Ref. Figure 601).

2. Equipment and Materials

Chatillon Gage, 0-10 lbs/inch with adapter foot (Part No. T6057-TCT-0216) or any equivalent compression gage with probe.

3. Inspection/Check

R CAUTION: IF A DECOMPRESSION INCIDENT HAS OCCURRED, INSPECT
R SIDEWALL VENT BOXES FOR PRESENCE OR DEBRIS OR OTHER
R FOREIGN OBJECT.

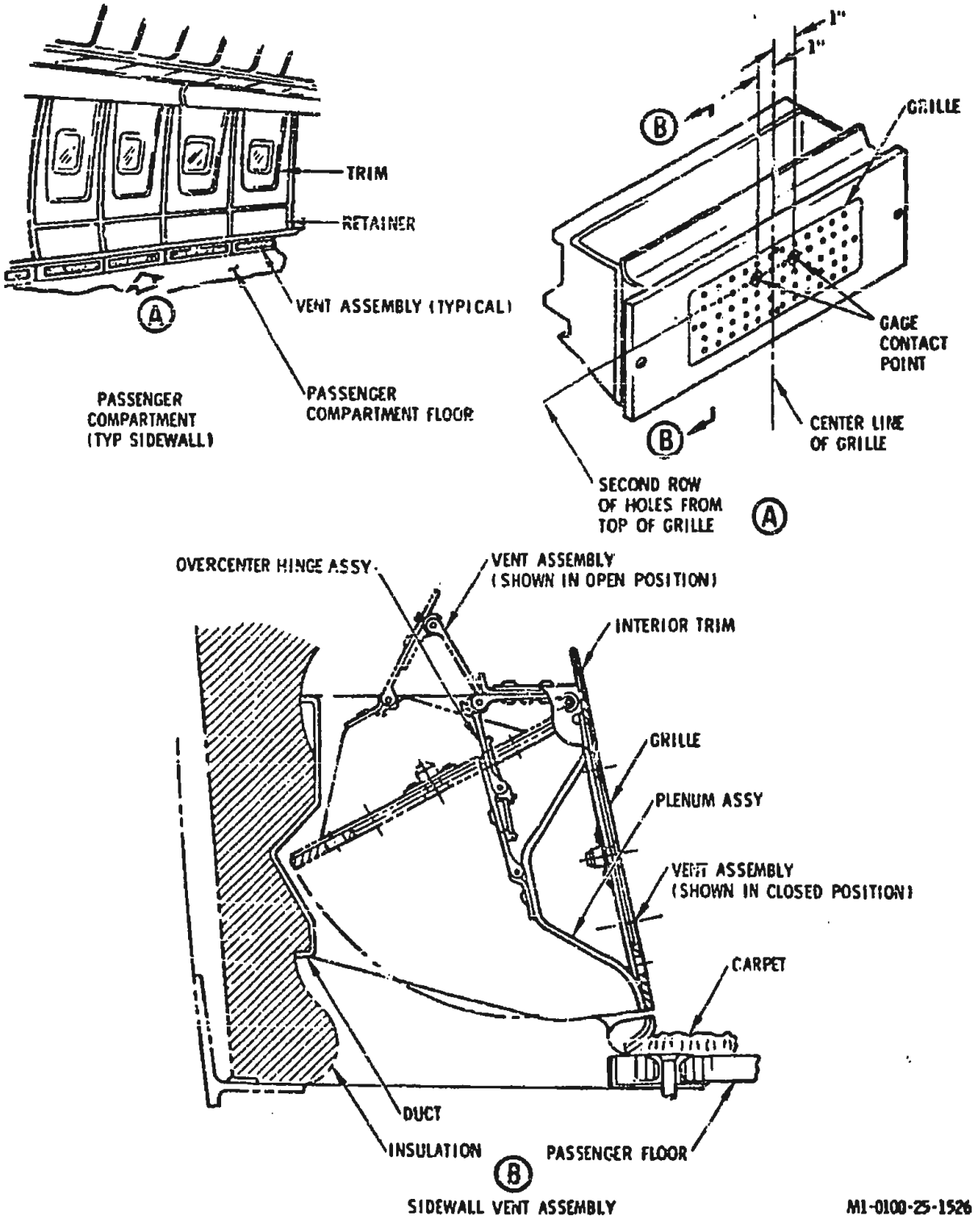
A. Procedure

(1) Locate vent assembly along the sidewall immediately above the passenger compartment floor.

(2) Using the chatillon gage, place the probe or adapter foot through the second row of holes from top of grille approximately one-inch to the left or right of center against the overcenter hinge.

(3) Apply a force of 4 (±1) pounds; the vent assembly grille must open.

(4) Remove probe from surface of the grille; the grille must return to normal close position (spring-load) by its own power.



R Sidewall Decompression Vent Assembly - Inspection and Check
R Figure 601

R EFFECTIVITY: ALL
R
001B

GALLEY LIFT ENCLOSURE DECOMPRESSION VENT ASSEMBLY REMOVAL AND INSTALLATION

1. General

The vent assembly consists of three blowout doors installed in the lift enclosure ceiling panel directly above the left and right galley lift (Ref. Fig. 401).

2. Removal/Installation

A. Removal

R R (1) Gain access to area above lift in passenger compartment.

R (2) Remove screws attaching blowout door to lift enclosure ceiling panel.

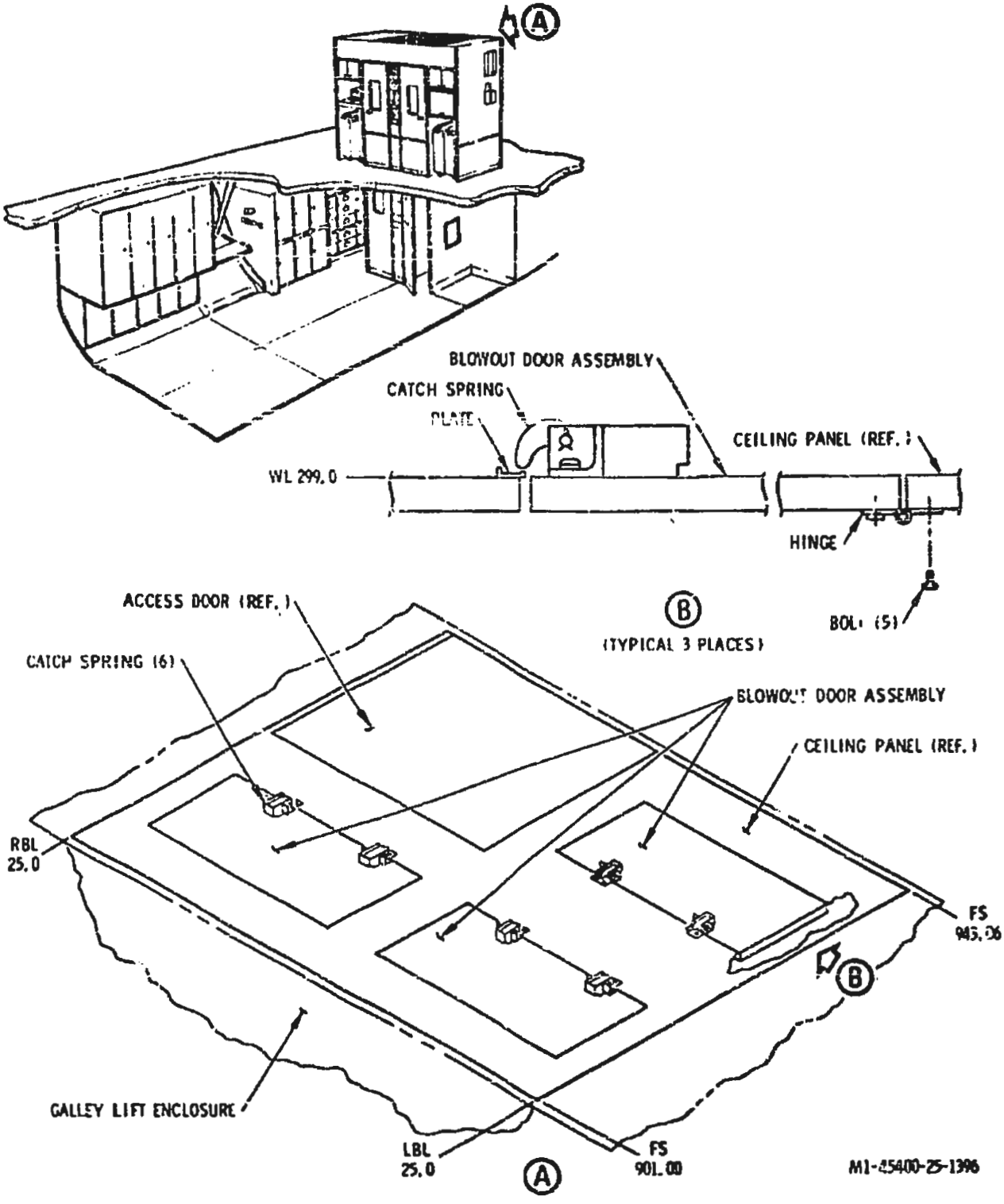
(3) Remove blowout door from aircraft.

B. Installation

R R (1) Gain access to area above lift in passenger compartment.

R R (2) Position blowout door so catch spring is above lift enclosure ceiling panel and resting on plates.

R (3) Install screws attaching blowout door to enclosure ceiling panel.



Galley Lift Enclosure Decompression Vent Assembly
Removal and Installation
Figure 401

HONEYCOMB SANDWICH PANEL - APPROVED REPAIRS

1. General

This procedure establishes the requirements for the repair of non-structural panels consisting of honeycomb core and decorative plastic trim (Tedlar) bonded on fabric reinforced plastic sheets. Tedlar film is used primarily on trim panels for galleys, closets, lavatories, and class dividers.

2. Equipment and Materials

Sandpaper No. 600

Single edged razor blade, or Putty knife

Heat Gun, maximum temperature not to exceed 150°F

Shop rags

Razor knife

Respirator

Gloves

R Fire extinguisher

R Polishing compound

R Trichloroethane, or equivalent

R Epoxy resin, A-12 or equivalent, Armstrong Product Inc.

R Epoxy resin, A-1273-B or equivalent, B.F. Goodrich Co.

R Epoxy resin, Epon 828 or equivalent, Shell Chemical Co.

R Filler compound, EC-1751 A/B, or equivalent

Isopropyl alcohol

Contact adhesive, 3M 1099L, or equivalent

3. Approved Repairs

A. Minor Repairs

If the clear Tedlar overlay is scratched, burnish or polish out with No. 600 grit sandpaper or abrasive polishing compound.

B. Removal and Replacement of Tedlar Film

(1) Ensure work area is adequately ventilated.

(2) Provide sufficient area to perform the work.

(3) Protect areas around damaged panel to prevent damage to the aircraft interior.

(4) Ensure safety equipment is readily accessible (gloves, fire extinguisher, respirator).

(5) Open and tag circuit breakers for all electrical equipment located within a minimum of twenty feet of working area.

(6) Remove and retain all hardware on the panel to be repaired, such as handles, metal trim, fixtures, etc.

CAUTION: AVOID PROLONGED EXPOSURE TO THE PANEL WITH THE HEAT GUN. THE MAXIMUM TEMPERATURE OF THE HEAT GUN SHOULD NOT EXCEED 150°F. EXCESSIVE HEAT EXPOSURE MAY CAUSE HONEYCOMB PANEL SKIN TO DELAMINATE. AVOID ANY DIRECT CONTACT WITH THE HEAT GUN TO THE INTERIOR MATERIALS. ANY DIRECT EXPOSURE MAY RESULT IN MATERIAL DESTRUCTION OR FIRE. HAVE THE PROPER FIRE EXTINGUISHER AVAILABLE.

(7) Remove existing decorative Tedlar film using a heat gun and a sharp putty knife or single edged razor blade. Carefully heat the Tedlar film in one of the upper corners and continue diagonally toward the lower opposite corner. Peel the Tedlar film as heat is applied. Continue until all the film has been removed. The putty knife may be used to assist in the film removal.

WARNING: OBSERVE THE FOLLOWING SAFETY PRECAUTIONS WHEN USING SOLVENTS, CLEANERS, AND OTHER VOLATILE MATERIAL:

- USE IN A WELL VENTILATED AREA.
- KEEP AWAY FROM OPEN FLAME OR HEAT.
- KEEP IN AN AIR TIGHT SAFETY CAN.
- KEEP SAFETY CAN TIGHTLY CLOSED WHEN NOT IN USE.
- KEEP SOAKED RAGS FROM ACCUMULATING IN THE WORK AREA.
- DO NOT INHALE VAPORS OR ALLOW TO CONTACT THE SKIN OR EYES.
- PROLONGED EXPOSURE MAY RESULT IN LUNG, SKIN, OR EYE IRRITATION.

(8) Remove adhesive from panel using trichloroethane or an equivalent solvent.

(9) If panel is damaged during film removal, fill with filler compound in accordance with manufacturer's instructions. Sand flush to original surface and contour. Clean with isopropyl alcohol or equivalent.

(10) Prefit the replacement Tedlar film onto the panel, leaving an excess of one inch or more around the periphery of the panel.

NOTE: A plastic or cardboard template of panel with insert locations will help locate inserts after Tedlar is applied.

Do not trim holes and cut-outs until the decorative Tedlar film has been permanently installed.

CAUTION: AFTER APPLICATION OF ADHESIVE, DO NOT ALLOW THE FILM TO COME IN CONTACT WITH THE PANEL UNTIL READY TO BOND. ONCE THE FILM COMES IN CONTACT WITH THE PANEL, IT WILL BECOME DIFFICULT TO REMOVE.

REPLACING DECORATIVE FILM ON LARGE TRIM PANELS MAY REQUIRE ADDITIONAL PERSONNEL.

CARE SHOULD BE TAKEN TO BOND MATERIAL TO CLEAN, SMOOTH, DRY SURFACES AND TO AVOID TRAPPING RESIDUAL SOLVENTS BENEATH THE SHEETS WHICH MAY CAUSE BLISTERING.

(11) Cover any inserts with small circular pieces of tape to avoid contamination of insert threads. Apply contact adhesive to the clean panel and to the Tedlar film in accordance with manufacturer's instructions. Remove

tape pieces after adhesive is applied. Carefully place the Tedlar film onto the panel by starting at the top and working downward. The film should be applied in a method to ensure that all air has been removed.

(12) Using a sharp razor knife, cut excess film around the periphery.

(13) Remove film from all inserts and cut-outs.

(14) Install trim and hardware removed in Step 3.B.(6).

R C. Punctures and Fractures Less Than One Inch In Diameter

R WARNING: THE FOLLOWING REPAIR IS NOT TO BE PERFORMED ON
R BOARD THE AIRCRAFT. REMOVE PANEL AND ROUTE TO
R SHOP BEFORE PROCEEDING.

R (1) Remove panel from aircraft and route to shop.

R (2) Remove fractured material.

R (3) If only one face sheet is punctured,
R fill cavity with Epon 828 or equivalent epoxy resin.

R (3) If both faces are punctured,
R apply tape or other backing to the back face before
R filling cavity with Epon 828 or equivalent epoxy resin.

R (4) Allow to cure and sand flush.

R (5) If required, cover repair with Tedlar film in
R accordance with Step 3.B.(11).

R D. Punctures and Fractures Greater Than One Inch In Diameter

R WARNING: THE FOLLOWING REPAIR IS NOT TO BE PERFORMED ON
R BOARD THE AIRCRAFT. REMOVE PANEL AND ROUTE TO
R SHOP BEFORE PROCEEDING.

R (1) Remove panel from aircraft and route to shop.

R (2) Remove fractured material.

R (3) Using a sharp blade, cut face sheet back approximately
R one inch from edge of damaged area and remove.

R (4) Cut and trim one or more pieces of honeycomb core to
R fit snugly into opening.

R (5) Cut a sufficient number of glass cloth pieces to fit
R over opening and sufficient pieces to provide a buildup

of layers such that total thickness of the patch is about 0.010 inch greater than the original skin thickness.

(6) Apply epoxy resin (Armstrong A-12 or Goodrich A-1273-B or equivalent) to the edges of the core.

(7) Insert the new core piece into the panel and allow to cure.

(8) Apply the glass cloth saturated with epoxy resin adhesive to the panel rear surface and allow to cure. Repeat the same procedure on the front surface.

NOTE: Where possible, use a vacuum bag and partial vacuum pressure during cure. A thin metal caul sheet will help avoid honeycomb mark-off. Excessive pressure may crush core.

Cure can be accelerated by application of heat not to exceed 150°F for approximately 1/2 hour (use heat lamp or hot air gun).

(9) After cure, sand and fill as required to achieve proper flatness or contour.

(10) Cover repair with Tedlar film in accordance with Step 3.B.(11).

E. Skin/Core Unbonded Areas

WARNING: THE FOLLOWING REPAIR IS NOT TO BE PERFORMED ON BOARD THE AIRCRAFT. REMOVE PANEL AND ROUTE TO SHOP BEFORE PROCEEDING.

(1) Remove panel from aircraft and route to shop.

(2) Where the unbonded skin can be mechanically held in place, drill small holes into core area as required and inject catalyzed epoxy adhesive (Armstrong A-12 or Goodrich A-1273-B, or equivalent).

(3) Maintain pressure during cure.

(4) If the skin is distorted and cannot be pressed into place, carefully cut away loose skin and repair in accordance with Step 3.D.

PASSENGER COMPARTMENT LOOSE EQUIPMENT - DESCRIPTION AND OPERATION

1. General

The passenger compartment loose equipment (Ref. Fig. 1 and 2) consists of the following:

Seat belt extensions

Attendants overnight cases

Attendants purses

CR On-board folding wheelchair (shown on in-flight diagram)

2. Seat Belt Extensions

A. Description

C Six each passenger seat belt extensions are located in the
C overhead stowage compartment just aft of door No. 1 R.H.

3. Attendant Overnight Cases

A. Description

C The quantity and locations of attendants overnight kits are
C as follows:

C For L-1011 Domestic & Int'l: (Total 12 kits)

C - Four each just forward of mid-service center
C overhead closet.

C - One each under 5-2, 5-8, 12-3, 12-7, 31-2 &
C 31-8.

C - Two each in lower galley.

C For L-1011 Int'l only:

C - One each under seats 2 and 8 in last row Zone E.

CR 4. On-board Folding Wheelchair

CR A. An on-board folding wheelchair is stowed on the aircraft
CR according to the in-flight diagram located in the cockpit.

CR
CR This wheelchair should only be removed from the aircraft for maintenance and repair.

PASSENGER COMPARTMENT LOOSE EQUIPMENT - DESCRIPTION AND OPERATION

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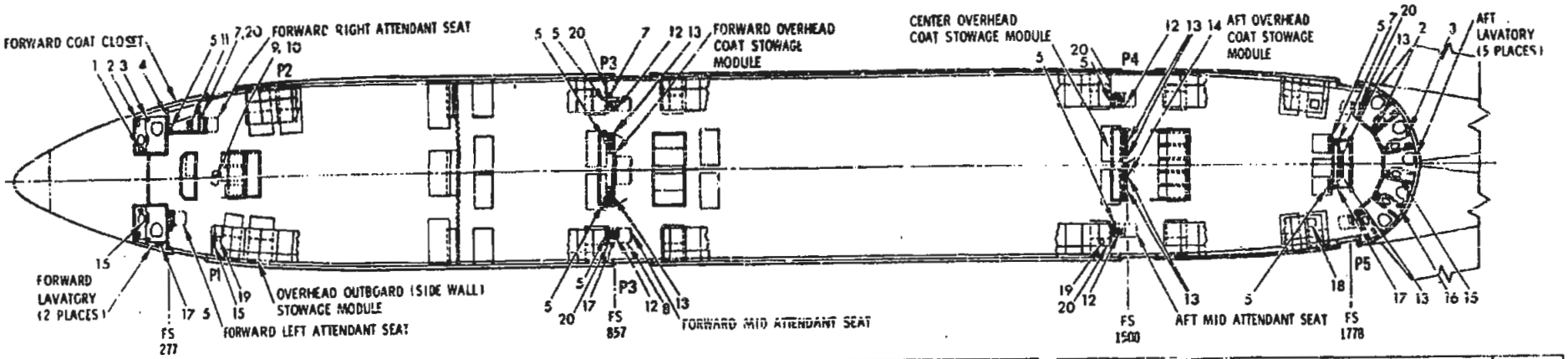


ITEM NO.	DESCRIPTION	QUANTITY-LOCATION	ZONE
1	WASTE CONTAINER	2 - ONE IN EACH FWD LAVATORY	221, 222
2	MODULE ASSY	2 - ONE IN EACH FWD LAVATORY 5 - ONE IN EACH AFT LAVATORY	221, 222 280
3	CALL LAMPS	2 - ONE IN EACH FWD LAVATORY 5 - ONE IN EACH AFT LAVATORY	221, 222 280
4	KEY, FLIGHT DECK DOOR	1 - FWD COAT CLOSET, FS 277 PARTITION. MOUNTED BELOW CLOSET SHELF	224
5	PORTABLE OXYGEN	1 - FWD COAT CLOSET, FS 277 PARTITION 1 - FS 277.0 PARTITION IN FWD LEFT LAVATORY 2 - AT LEFT AND RIGHT FWD MID ATTENDANT SEAT, P3 DOORS 2 - AT LEFT AND RIGHT AFT MID ATTENDANT SEAT, P4 DOORS 1 - OVERHEAD COAT STOWAGE MODULE (FWD), LEFT SIDE 1 - OVERHEAD COAT STOWAGE MODULE (FWD), RIGHT SIDE 1 - OVERHEAD COAT STOWAGE MODULE (AFT), LEFT SIDE 1 - OVERHEAD COAT STOWAGE MODULE (AFT), RIGHT SIDE	224 223 242 261, 262 241 242 271 272
6	AISLE CART (4) MOVIE REEL (3) EARSET BAG (6)	LOWER GALLEY	
7	H_2O EXTINGUISHER	1 - OUTBOARD, FWD RIGHT ATTENDANT SEAT, P2 DOOR 1 - OUTBOARD, RIGHT FWD MID ATTENDANT SEAT, P3 DOOR 1 - AFT OVERHEAD COAT STOWAGE MODULE, INSIDE LOWER RT DOOR	224 242 272

ITEM NO.	DESCRIPTION	QUANTITY-LOCATION	ZONE
8	DEMO O_2 MASK (1) DEMO SEAT BELT (1) DEMO LIFEVEST (1) TOTAL: - TEN SET PER AIRCRAFT	ONE EACH DEMO O_2 MASK, DEMO SEAT BELT AND DEMO LIFE VEST ARE AT OVERHEAD BINS MARKED "FLIGHT ATTENDANT USE ONLY" - FWD AUX BAR AND RHS SEAT ROW 1. TWO EACH ARE AT: - LHS AND RHS SEAT ROW 14 AND 31.	
9	LANDING GEAR DOWNLOCK PINS	3 - CONTAINER - NOSE WHEEL WELL RIGHT DOOR	114
10	STEERING SERVO DISCONNECT PIN	1 - CONTAINER - NOSE WHEEL WELL RIGHT DOOR	114
11	BASSINETS	4 - RIGHT HAND SIDE, FORWARD COAT CLOSET	240
12	SEAT BELT EXTENSION POUCH	4 EACH - IN FLIGHT ATTENDANT SEAT LH AND RH SIDE AT DOOR NO. 2 AND NO. 3	
13	HOSTESS OVERNIGHT CASE	FOR L-1011 DOMESTIC: - FOUR EACH IN FORWARD RIGHT HAND SIDE COAT CLOSET, ONE EACH BEHIND SEAT 14-3, 14-7, 37-4 AND 37-7. ONE EACH IN EACH SIDE OF CENTER OVERHEAD COAT STOWAGE MODULE WHICH IS BEHIND SEAT ROW 31. TWO EACH IN LOWER GALLEY. (TOTAL 12 KITS) FOR L-1011 INT'L: - FOUR EACH IN FORWARD RIGHT HAND SIDE COAT CLOSET. ONE EACH BEHIND SEAT 14-3 AND 14-7. ONE EACH IN EACH SIDE OF CENTER OVERHEAD COAT STOWAGE MODULE WHICH IS BEHIND SEAT ROW 31. FOUR EACH IN DOG HOUSE WHICH IS BEHIND SEAT ROW 37. TWO EACH IN LOWER GALLEY. (TOTAL 14 KITS)	
14	DOOR HAND CRANK	1 - CENTER OVERHEAD COAT STOWAGE MODULE	260

ITEM NO.	DESCRIPTION	QUANTITY-LOCATION	ZONE
15	AMENITY TRAY	5 - ONE IN EACH AFT LAVATORY (INSIDE WASHBASIN CABINET DOOR) 2 - ONE IN EACH FWD LAVATORY (INSIDE WASHBASIN CABINET DOOR)	280 221, 222
16	WASTE CONTAINER	5 - ONE IN EACH AFT LAVATORY	280
17	CO_2 EXTINGUISHER	1 - OUTBOARD CHEEK; FWD LEFT LAVATORY AREA 1 - OUTBOARD OF LEFT FWD MID ATTENDANT SEAT, P3 DOOR 1 - AFT OVERHEAD COAT STOWAGE MODULE LOWER LEFT DOOR	221 241 271
18	FIRST AID KIT	1 - OUTBOARD OVERHEAD (SIDE WALL) STOWAGE MODULE, LEFT FWD 1 - OUTBOARD OVERHEAD (SIDE WALL) STOWAGE MODULE, LEFT AFT	231 271
19	MEGAPHONE	1 - OUTBOARD OVERHEAD (SIDE WALL) STOWAGE MODULE, LEFT (FWD) 1 - OUTBOARD OVERHEAD (SIDE WALL) STOWAGE MODULE, LEFT (AFT)	231 271
20 ⚠1	HAND HELD MICROPHONE	6 - ONE EACH AT R1, R2, R3, R4 L2, L3, DOOR TRIM AREA	220, 240 260, 370

⚠1 **NOTE**
INSTALLED ON 032-999 AIRCRAFT ONLY

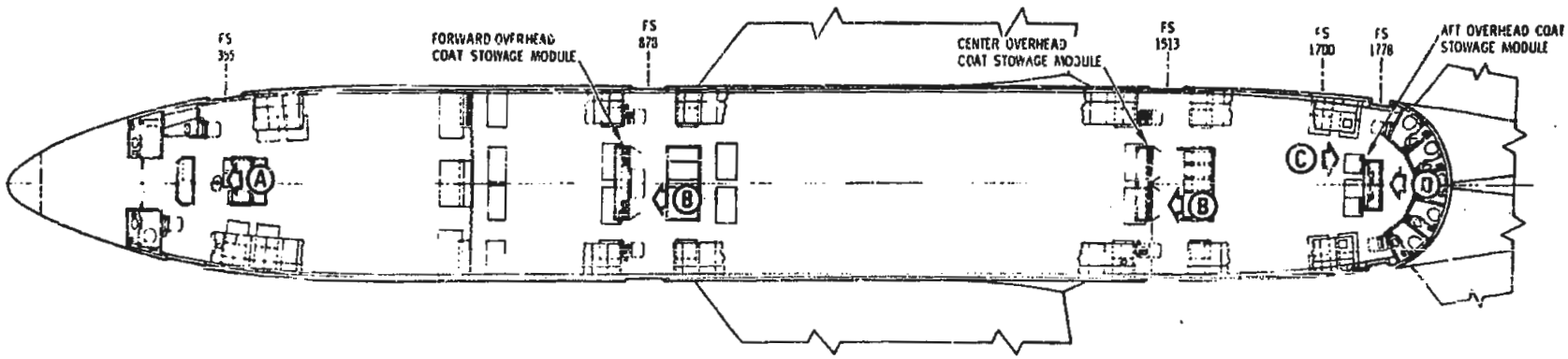
M1-0003-25-307

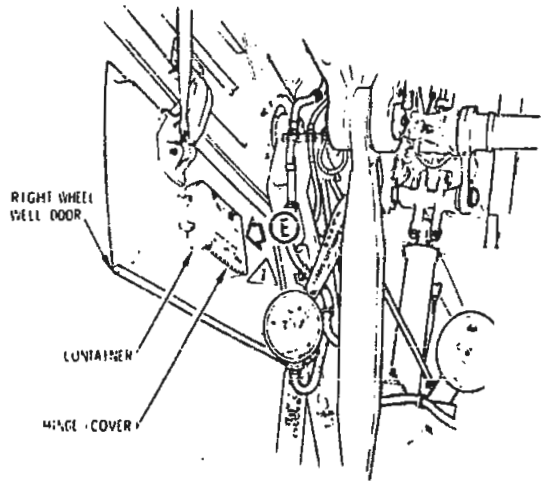
CR
CR

Passenger Compartment Loose Equipment Summary
Figure 1

EFFECTIVITY: ALL

0018





CAUTION

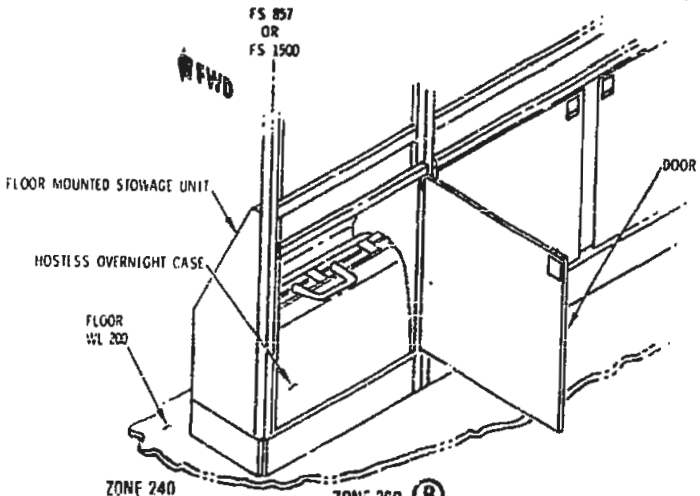
SECURE CONTAINER COVER BEFORE FLIGHT OR NLG OPERATION

E

LANDING GEAR DOWN LOCKPINS

NOTE

GROUND LOCK SAFETY PINS FOR THE TWO MAIN LANDING GEARS AND THE NOSE LANDING GEAR ARE STORED IN THIS CONTAINER



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CR Passenger Compartment Loose Equipment Installation
CR Figure 2 (Sheet 1)

EFFECTIVITY: ALL

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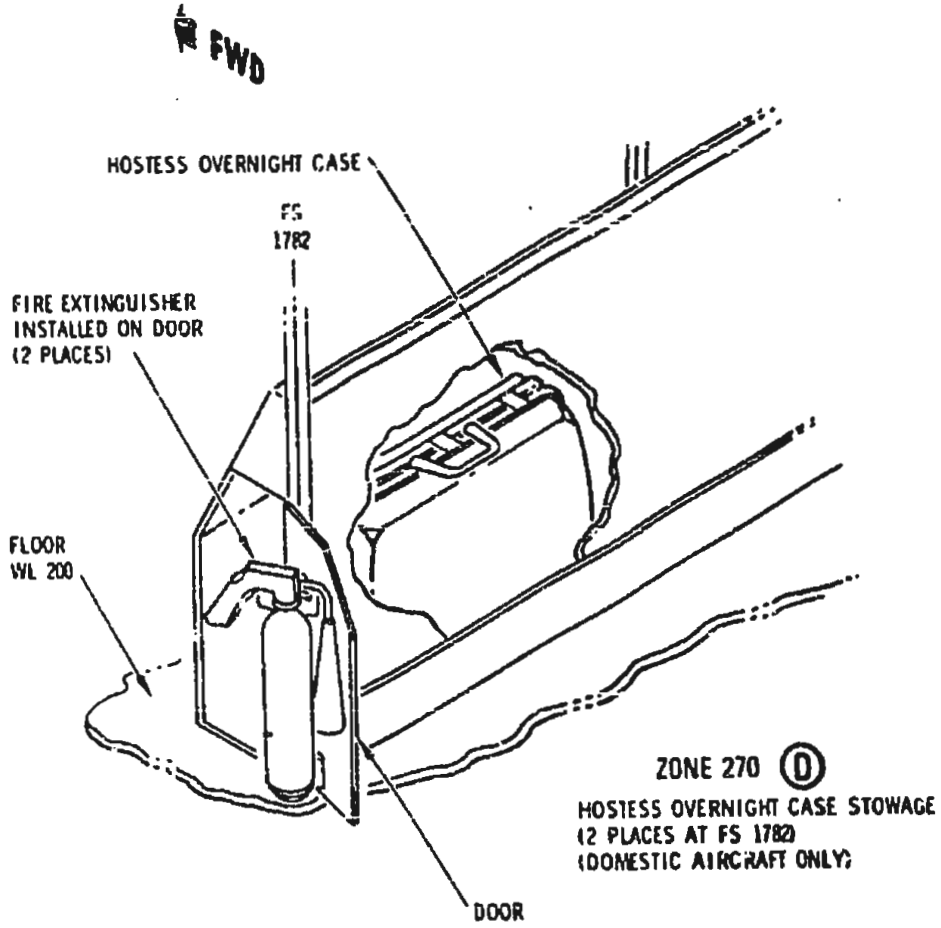

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CR Passenger Compartment Loose Equipment Installation
CR Figure 2 (Sheet 2)

EFFECTIVITY: ALL

0018

CR

ON-BOARD WHEELCHAIR - INSPECTION/CHECK

CR 1. Check the overall appearance of the wheelchair and the stowage
CR pouch.

CR A. The wheelchair and stowage pouch should be cleaned per TWA
CR Standard Practices.

CR B. Wheelchairs with torn seat covering or damaged chest/leg
CR straps should be replaced.

CR C. Torn stowage bags should be replaced.

CR 2. Functionally check the wheelchair according to the instruction
CR placard.

CR NOTE: TWA wheelchairs do not have the optional headrest and any
CR portion of the instruction placard involving a headrest
CR can be ignored.

CR

CREW REST - REMOVAL AND INSTALLATION

CR 1. General

CR A. The following provides a procedure for removal and installation of crew rest and a list of items included in Crew Rest Kit, G03158-1.

CR 2. Crew Rest Removal (Ref. Figure 401)

CR NOTE: All following items removed are to be installed into the crew rest kit box (Ref. parts list Fig. 401, Sheet 2).

CR A. Remove forward curtain assembly from snaps located on the bin door, PSM, and sidewall forward of seat row 8-12 and 9-12.

CR B. Remove aisle curtain assembly and pleater from curtain carriers attached to crew rest curtain track.

CR C. Remove Curtain Track Assembly.

CR (1) Rotate bin doors to open position forward and aft of F.S. 709 and F.S. 789.

CR (2) Remove 3 each bolts and nuts attaching crew rest track assembly mounting plates to bin divider panels at F.S. 709 and F.S. 789. Place removed bolts and nuts into hardware bag.

CR (3) Rotate curtain track assembly down and away from bin divider flange. Spread curtain track mounting plates to clear bin divider flange.

CR (4) Rotate bin doors to closed position forward and aft of F.S. 709 and F.S. 789.

CR D. Make a log entry: Crew rest removed from aircraft cabin.

CR E. Latch Crew Rest Kit Box. Tag and route to station stenciled on the box (SFO, LAX, or JFK).

CR 3. Crew Rest Kit Installation (Ref. Figure 401)

CR NOTE: If the A/C does not return to the station where crew rest is installed, stow the Crew Rest Kit box in the forward cargo compartment.

CR A. Rotate bin doors to open position forward and aft of F.S. 709 and F.S. 789.

CR B. Position crew rest track assembly into overhead compartment as follows:

CR (1) Spread crew rest track assembly mounting plates to avoid interference with the inboard flanges of the bin divider panel. Locate track assembly as shown in Figure 401 (Sheet 2). Holes in the mounting plates should match holes in the bin divider panel.

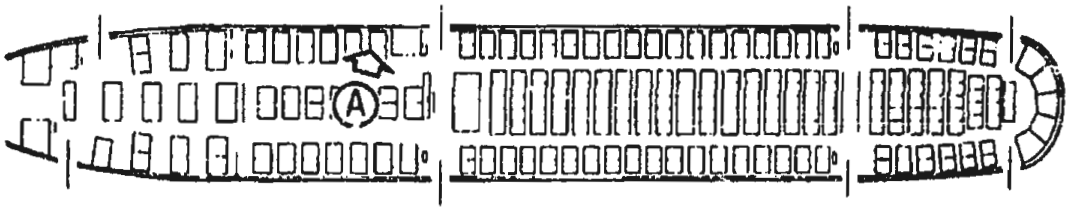
CR (2) Install 3 each bolts and nuts attaching crew rest track mounting plates to bin divider panel at F.S. 709 and F.S. 789 as shown in Figure 401 (Sheet 2) (hardware is obtained from hardware bag).

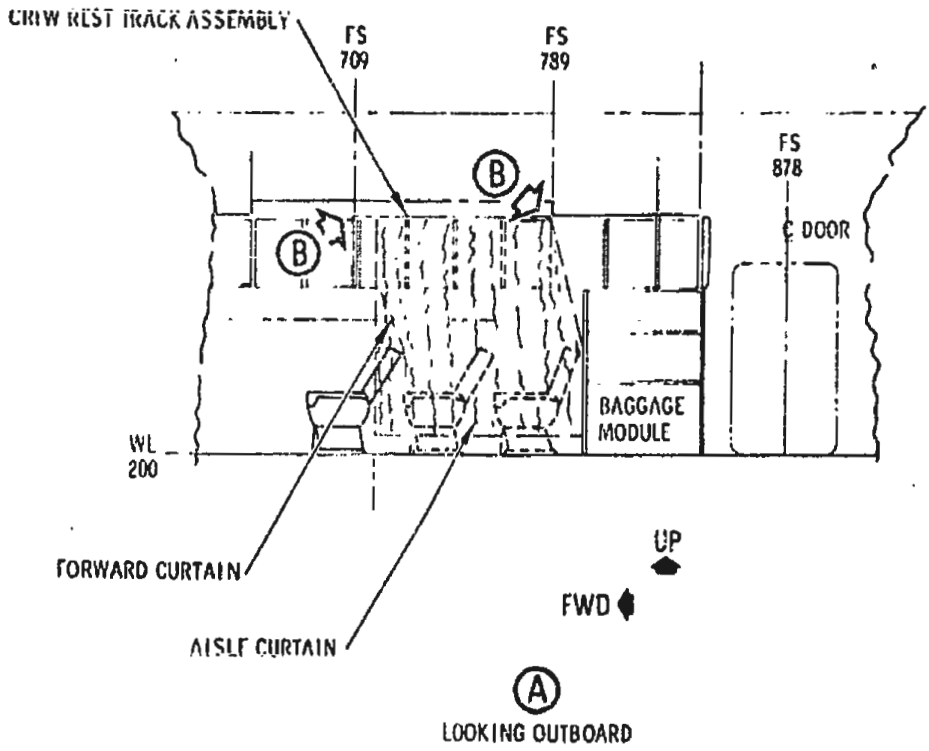
CR (3) Rotate bin doors to a closed position forward and aft of F.S. 709 and F.S. 789.

CR C. Curtain Installation

CR (1) The forward curtain assembly snaps to the bin door, PSM, and sidewall forward of seat row 8-12 and 9-12. The aisle curtain snaps to the curtain carriers retained on the crew rest track assembly. Both forward and aisle curtains are held together at the forward inboard corner with velcro. The aisle curtain aft edge is held to the baggage module forward surface with velcro.

CR D. Make a log entry; Crew rest installed at Seats_____and_____.





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CR
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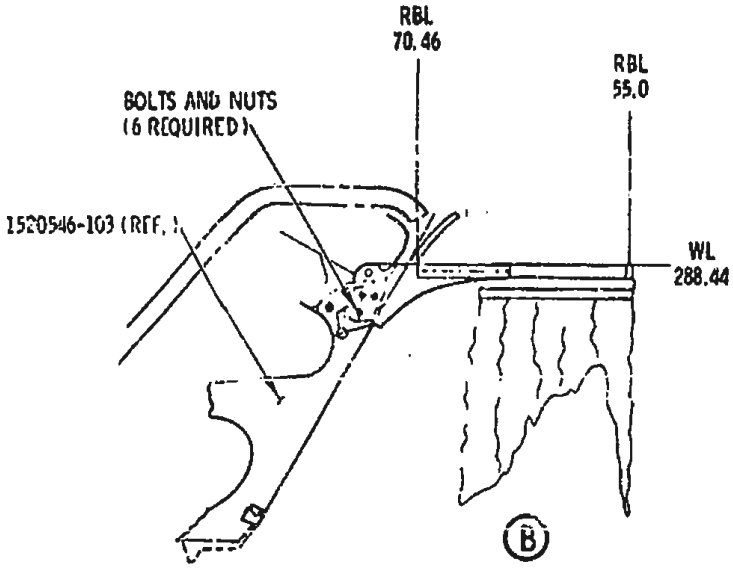
Crew Rest - Removal and Installation
Figure 401 (Sheet 1)

R EFFECTIVITY: ALL
R
002B



1	C03674-1	CREW REST KIT BOX	
1	A04136	CREW REST KIT PARTS LIST	
1	A04135	INSTRUCTIONS	
1	A04134-1	BAG OF HARDWARE	
1	C01099-107	CURTAIN ASSEMBLY AISLE	62-5299
1	C01099-89	CURTAIN ASSEMBLY FORWARD	62-1806
1	G03161-1	CREW REST TRACK ASSEMBLY	
-1	G03158-1	CREW REST KIT	286-7394

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CR
CR

Crew Rest - Removal and Installation
Figure 401 (Sheet 2)

R EFFECTIVITY: ALL
R
002B

BUFFET/GALLEY - DESCRIPTION AND OPERATION

1. General

The buffet/galley provides a food serving system in conjunction with ground food and beverage handling equipment. The entire
R food handling operation from airport loading, food preparation and presentation to the passengers, waste pickup and off-loading of food waste is provided for in this system.

R The buffet section is located in the passenger compartment. Separate areas are equipped as work centers for attendants to
R serve prepared food and beverages to passengers (Ref. 25-34-00).

R The primary feature of buffet/galley sub-system is the
R underfloor galley. The galley is located under passenger
R compartment floor forward of wing box, zone 131. The galley is
R sealed off from adjacent areas in aircraft. Liquid flow paths
R follow down the sidewalls along the internal contour and out
R onto the sealed floor. All galley equipment is hung from cabin
R floor beams or mounted on standoffs from sidewalls to provide
R this uninterrupted flow path. Spillage or fluid leakage is
R thereby contained within galley and is observable for easy
R cleanup.

R A service door with a window is located approximately mid-way on
R right side of galley. Another window in fuselage is located on
R left side of galley above sink. An emergency escape hatch opens
R into an aisle in passenger compartment. The hatch is located in
R the galley ceiling inboard of service door. A dual-lift system
R is provided to transport food, beverage carts, and personnel to
R and from mid service center (buffet) area.

R The galley is illuminated by cold-cathode lamps which are
R recessed mounted in ceiling. The galley is air-conditioned and
R is a separate temperature control zone in aircraft.

The buffet/galley sub system is divided into the following four related sub-sub-systems:

Galley equipment and furnishings

Galley lift system

Galley trim and insulation

Buffet

Loose equipment

R GALLEY EQUIPMENT AND FURNISHINGS - DESCRIPTION AND OPERATION

1. General

The galley includes all the facilities and furnishings required to provide complete hot or cold meal and beverage service to a full complement of passengers (Ref. Fig. 1).

2. Public Health Certificate Holder

A. Description

The public health certificate holder is mounted on the rear wall to the left of the galley elevator and above the galley attendants rough air seat.

3. Galley Service Outlets

A. Description

Electrical service outlets (115V ac) in the galley provide power for cleaning equipment and/or power for the food carts integral heating systems. All outlets are 3-conductor nonlocking receptacles with a center hole connection from the hardware frame to the aircraft ground. Power is supplied to each outlet through its respective circuit breaker on the galley right circuit breaker panel, zone 130.

4. Food Service Specialists Seat Assemblies

A. Description

The galley has a seat for each of the two Food Service Specialists (Ref. Fig. 1). These seats are mounted on the rear galley bulkhead, one on each side of the galley lift enclosure. The seats are used when rough air is encountered.

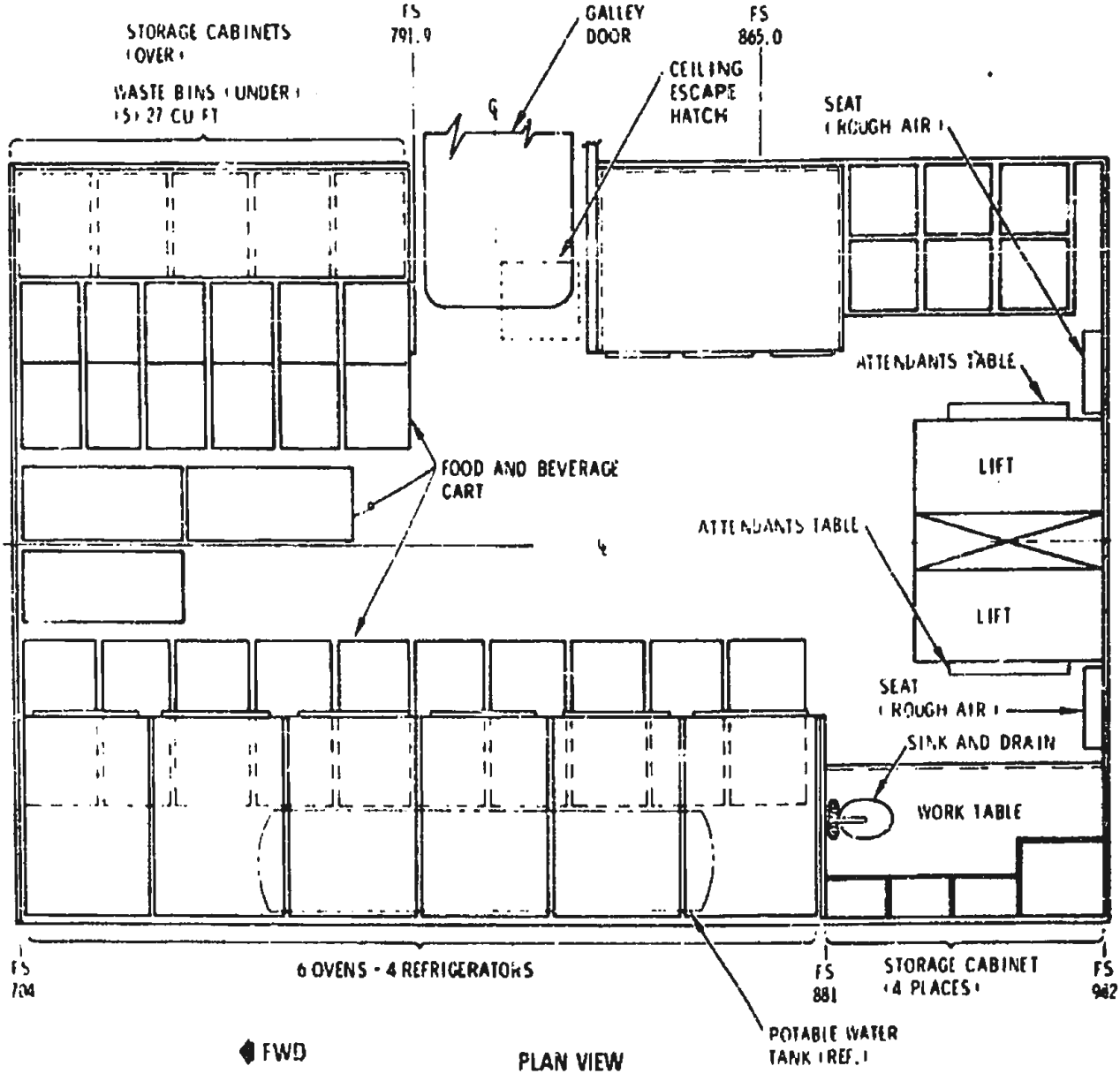
The seat assembly includes:

Upholstered back

Headrest

Folding seat

Seat belt



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CR
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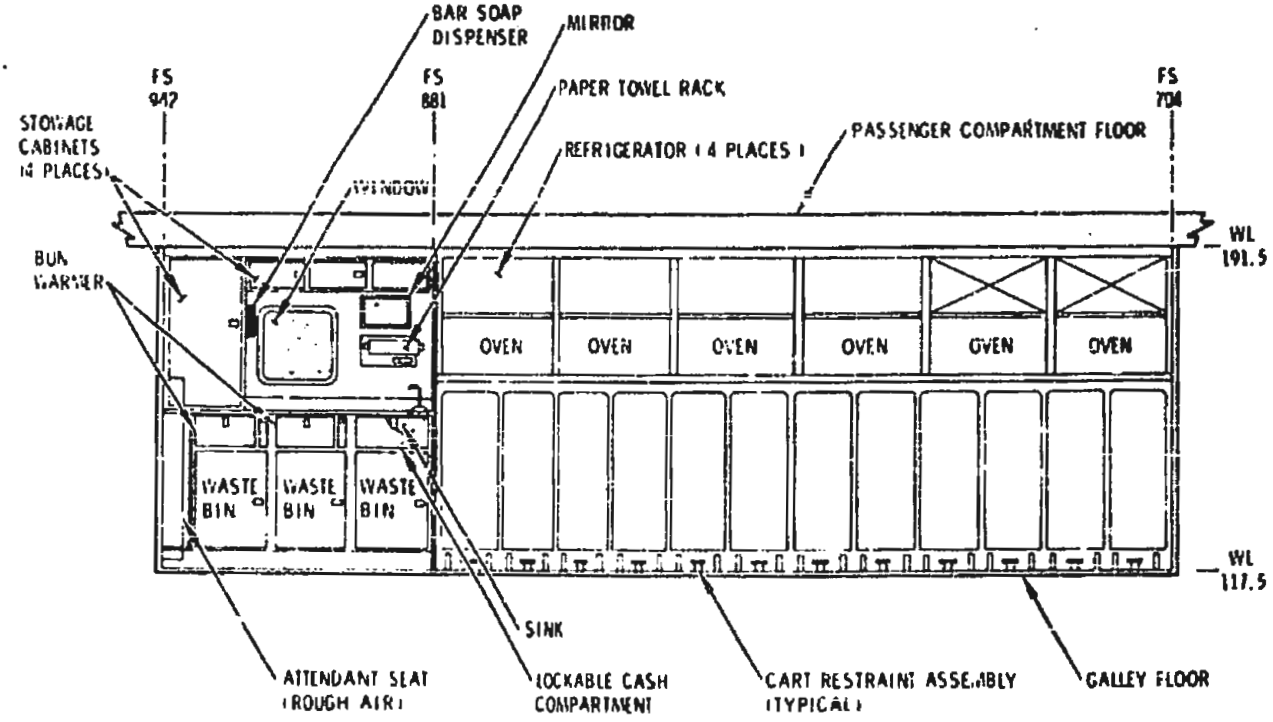
Galley Equipment and Furnishings
Figure 1 (Sheet 1)

EFFECTIVITY: ALL

0018



LEFT SIDE

VIEW LOOKING OUTBD
ZONE 130

NOTE

⚠ THIS FIGURE INCORPORATES M089811 AND M089841

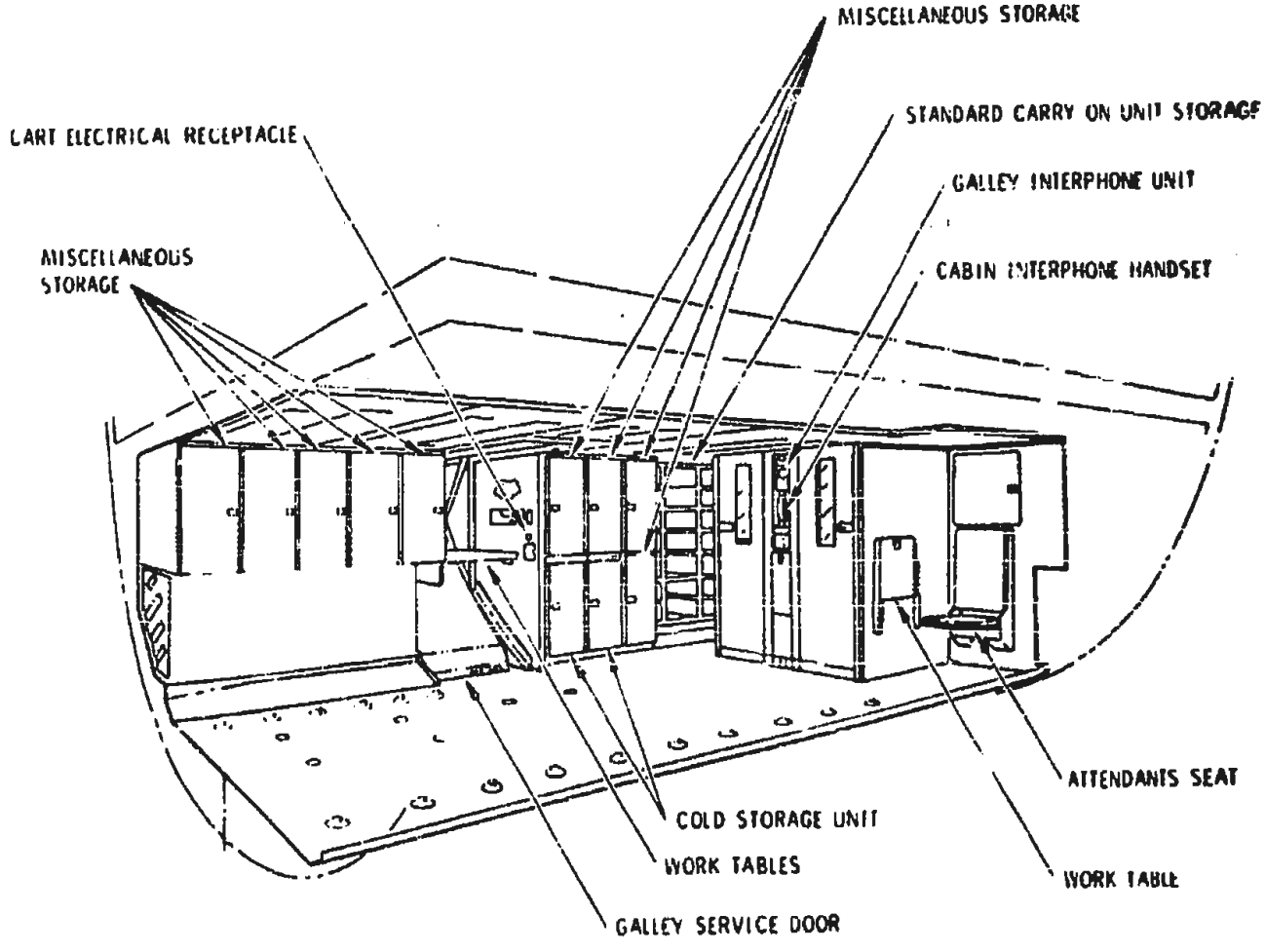
MI-0005-25-723

CR
CR

Galley Equipment and Furnishings
Figure 1 (Sheet 2)

EFFECTIVITY: ALL

0018



UNDERFLOOR GALLEY - RH SIDE
AFT VIEW

M1-0000-25-2855

CR
CR

Galley Equipment and Furnishings
Figure 1 (Sheet 3)

EFFECTIVITY: ALL

001B

The seat belts have self-locking retractors.

The seat is spring loaded and folds upward and flat against the seat back when not in use.

5. Oven

A. Description

R R R R Modular ovens are located on the left side of the underfloor galley, (zone 130), directly below the refrigerators (Ref. Fig. 1 and 2). The units are interchangeable. Each oven assembly is designed for use in the preparation of in-flight meals for aircraft passengers and crew. The oven is a high-speed infrared heated unit that can accommodate up to 54 casseroles at one time. Bulky items, such as turkey, roast, hams, etc., can be accommodated by removing the bottom quartz tube rack.

The oven is a modular assembled unit consisting of an outer shell, access door, three quartz tube rack assemblies, one tubular heater rack assembly, cavity liner, grease filter, controlled damper system and an electronic control module. The rack assemblies, cavity liner and grease filter can be removed without the use of tools. The control module is secured by a single jack screw to a mounting bracket. The oven is mounted in the aircraft by two bayonet type guide pins which extend into the rear, bottom frame rails. Electrical power is connected to the oven at a terminal block located on the top of the outer shell.

The outer shell is an aluminum constructed assembly that contains or supports all oven components. A titanium-fabricated air ducting system, with a solenoid actuated damper, is located on the top and rear of the outer shell to vent the oven during heating and to provide air flow through the oven cavity after the cooking cycle. The shell is insulated to prevent the exterior surface (except the ducting) from exceeding 140°F during automatic oven operation when the ambient air temperature is 75°F or less. A temperature sensing switch in the rear of the oven cavity senses an oven over temperature condition, and an electrical circuit breaker in the input power line provides protection against control circuit failure and electrical over loads. A circuit breaker, located between the input power terminals and serving cart receptacles, protects the main power line in the event of a serving cart malfunction.

The oven door is an insulated assembly containing a 6 x 8-1/2 inch tempered glass window and a positive action latch that secures the door in the closed position. In the

normally open (horizontal) position, the door is supported by two tensioned arms that can be released to allow the door to be opened to a full down position to facilitate cleaning or removal of the cavity liner and grease filter.

The rack assemblies, that contain the infrared heating elements, support the items to be heated. Electrical connectors, located at the rear of each rack assembly, mate with electrical receptacles mounted at the rear of the oven. Removable stainless steel covers are attached to the top of each rack assembly to protect the heating elements and to reflect the heat onto the items being heated. Tray extractors, located on the underside of each quartz tube rack assembly, are provided to assist in the removal of food trays. Power to the heating elements is controlled by circuits in the control module.

R R R R NOTE: On aircraft 032-999, the racks contain heavy duty connectors and reinforced extractor rods. These racks are not interchangable with racks on 001-031 aircraft.

The cavity liner is a stainless steel assembly that is inserted into the outer shell and provides support for the rack assemblies. A gasket attached to the front edge of the cavity liner provides a tight seal for the oven door in the closed position.

A cleanable, all-aluminum mesh grease filter is located at the rear of the oven, between the oven cavity and the rear exhaust ducting assembly, to trap grease particles and to filter the exhausted air. The rack assemblies and cavity liner must be removed to gain access to the grease filter.

A solenoid controlled damper is provided in the ducting assembly located on the top of the outer shell. Actuation of the damper solenoid at the completion of the cooking cycle allows outside air, previously vented into the exhausted air during the cooking cycle, to be vented through the oven cavity. Electrical power for the damper solenoid is provided by circuits in the control module through a 200°F thermal switch located in the oven exhaust duct. This switch allows the damper to actuate if the exhaust air temperature is approximately 200°F or higher at the completion of the cooking cycle. After the exhaust air temperature has dropped to approximately 170°F, the switch causes the damper solenoid to deenergize.

The control module contains switches, timing and control circuits that control electrical power to the rack
R assemblies. The module is inserted through an opening in the front panel and secured in place with a single

jackscrew. An electrical connector on the rear of the module mates with an electrical receptacle mounted in a support bracket on the top of the outer shell.

The damper air inlet directly above the center of the oven door provides for air flow from the galley to the aircraft air conditioning exhaust duct. At the end of the cooking cycle, this air is redirected down through the oven to cool the cavity.

A shutoff gate with a positive detent is provided as part of the inlet screen to starve the oven of air in the event of an oven fire. The gate is operated by pushing down the red bar handle.

On aircraft 001-031,
an oven temperature indicator, and built in test equipment (BITE), used as an oven over temperature indicator are included in the control module.

B. Operation

R On aircraft 001-031,
R automatic and manual control selections are provided for
R oven operation (Ref. Fig. 2). The automatic control
R circuits are pre-programmed timing circuits that allow the
R food to be cooked automatically with no further attention
R from the attendant. The manual controls allow the cooking
R time to be manually selected when one of the four
R pre-programmed selections is not desired. Manual control
R also is provided for partial load cooking via the "C"
R switch. At the completion of the cooking cycle, an audible signal sounds for five seconds and the ON/OFF pushbutton flashes. At the end of five seconds, the audible signal is silent but the ON/OFF pushbutton continues to flash until it is released to the off position. The duration of each time period and control of power are functions of the control module. At the completion of the cooking cycle, the control module energizes the air damper solenoid actuating the damper and allowing outside air to flow through oven cavity to permit a fast cool-down of the oven cavity to reduce residual heat to minimize additional cooking.

The auto mode select pushbuttons numbered 1 through 4 provide for the selection of one of four pre-programmed cooking cycles. The pushbuttons are backlighted and will
R illuminate when depressed. Once depressed, a pushbutton
R will remain depressed until pressed again.

CAUTION: THE FOUR PUSHBUTTONS ARE NOT INTERLOCKED, THEREFORE, MORE THAN ONE CAN BE DEPRESSED AT THE SAME TIME. CARE SHOULD BE TAKEN THAT A DEPRESSED PUSHBUTTON IS RELEASED PRIOR TO A SECOND SELECTION AS THIS CAUSES THE PRE-PROGRAMMED CIRCUITS TO STEP THE TIMERS TO A RESULTANT TIME, NOT INTENDED, THEREFORE, DEFEATING THE PRE-PROGRAMMED DESIGN.

R The ON/OFF pushbutton, located adjacent to the auto mode R select pushbuttons. This switch is the same type as the R auto mode select pushbuttons. When depressed, the ON/OFF R pushbutton remains depressed and is steadily illuminated R until the completion of the cooking cycle. When the cooking R cycle is completed, the pushbutton will flash until released R to the OFF position.

R The digital indicators "A" and "B" register the time in R minutes of the time remaining in the A and B cooking cycles. R When an auto mode select pushbutton is depressed, the R digital indicators automatically step to the preset time R cycle as noted on back of control module, then will count R down to zero to indicate the time remaining. During the B R time period, power is applied continuously to the heating R elements. After the B time period, power is applied R intermittently (one minute on, one minute off) to the R heating elements for the remainder of the cooking time (A).

R To manually select a cooking cycle time, the set pushbuttons R are used to set the desired minutes of cooking time, up to R 99 minutes of A and B time, prior to depressing the ON/OFF R pushbutton to ON. Once the cooking cycle has been started, R the digital indicators will count down to zero indicating R the time remaining in the manual selection.

R The partial load selector "C" switch is manually operated to R the 1, 2, or 3 position prior to cooking depending on the R number of cooking shelves being utilized. Switch position R No. 1 indicates lower and next to lower rack assembly is R energized. Switch position No. 2 indicates lower, and the R next two lower rack assemblies are energized. Switch R position No. 3 indicates that all four rack assemblies are R energized.

R NOTE: The "C" switch is strictly manual in function, and R must be set in each instance according to the number R cooking shelves to be utilized.

R The temperature indicator is a linear scale meter and R indicates the air temperature in the oven cavity. The R sensor, which provides the electrical input to the control R module for meter drive, is located at the rear of the oven, R in the exhaust duct plenum chamber immediately behind the

grease filter. The oven air temperature is sensed as it passes out of the oven into the exhaust duct. The temperature indicator provides a relative indication of oven air temperature from approximately 100° to 525°F in the green. The temperature scale has a red range from 525° to 700°F, indicating improper oven operation and over-temperature conditions.

The BITE Indicator is located on the left side of the control module front panel. The indicator operates in conjunction with the secondary over temperature switch TC3 switch to indicate an oven over temperature condition, usually caused by operating a partially-loaded oven on full power. The indicator is silver under normal conditions. If the oven air temperature reaches approximately 415°F, switch TC3 opens, shutting off the heating elements and switching the BITE indicator to red.

When the oven cools to approximately 390°F, the heating elements resume operation. However, the BITE indicator will remain red until manually reset and will have no other effect on oven operation. Reset is accomplished by pressing auto mode select pushbuttons 1 and 4. Once BITE indicator is reset, pushbuttons 1 and 4 should be released.

CR The oven control module provides manual control of oven cooking temperature and cooking time (Ref. Fig. 2). The rack selector switch controls the number of racks operated for full and partial load cooking. During a complete cooking cycle, the oven initially heats up to the selected temperature and then the quartz tube heater racks cycle on and off to maintain the oven at that temperature for the duration of the cooking time set by the oven timer. The bottom metal sheath tubular heater rack assembly remains on continuously whenever the oven timer is running. Upon completion of the cooking cycle, an audible signal sounds for approximately 8 seconds and the cycle lamp and power on lamp (as well as all the heater racks) go out. At this point, the control module energizes the air damper solenoid which activates the damper and allows outside air to flow through the oven cavity to permit a fast cool-down of the oven cavity This reduces residual heat to minimize additional cooking. The active racks toggle switch has three positions for the number of racks to be utilized. Position 1 selects the bottom rack only, position 2 selects the lower three racks and position 3 selects all the racks.

The temperature selector has a range of 150-350 degrees F. and is set to the desired cooking temperature. When set the power on indicator light will illuminate indicating there is electrical power to the oven.

R The time selector has a range of 0-60 minutes and is set to
R the desired cooking time. When set the cycle indicator
R light will illuminate if oven temperature is below the
R selected cooking temperature. The cycle indicator light
R illuminates when the selected racks are operating and
R extinguishes when oven has reached the preselected
R temperature.

R The control module has a 3 amp., 3-AG fuse located
R internally to protect the control module circuitry. The
R control module also has a 2 amp circuit breaker in line with
R the fuse. The circuit breaker is located on the control
R module face and protects the oven electrical circuits.

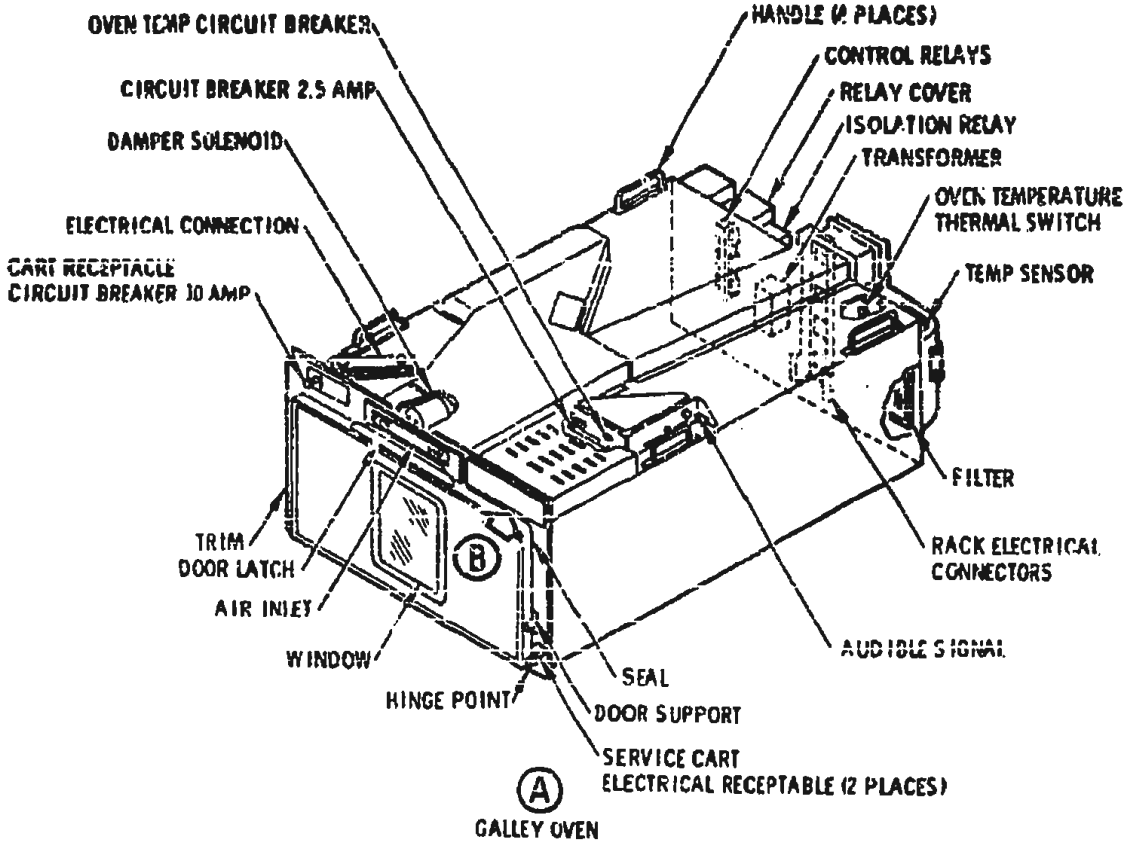
R The oven is turned off by either turning the time selector
R to "0" or turning the temperature selector to the lowest
R setting.

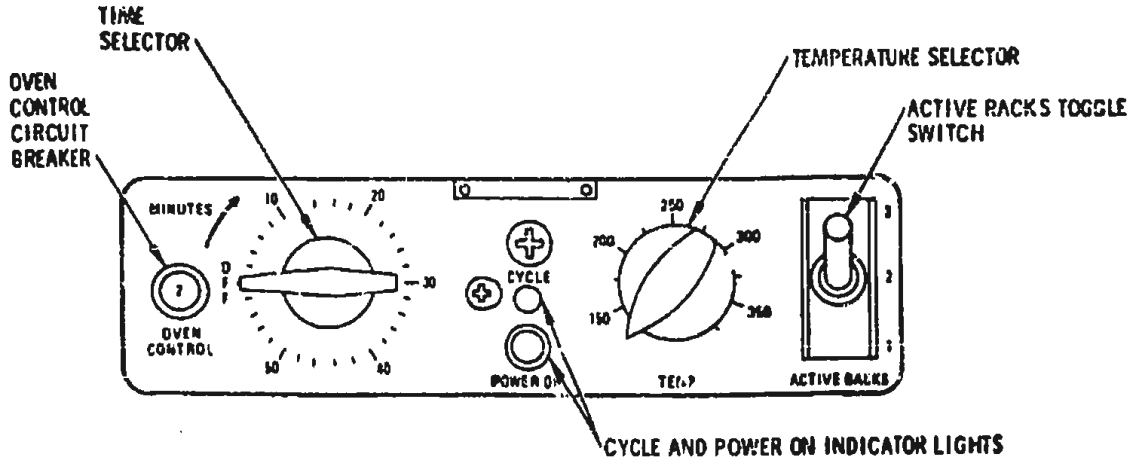
R On all aircraft,
R the audible signal (food ready signal) is located on the
R support bracket immediately behind the control module. The
R signal sounds for a period of 5 seconds at the completion of
R the cooking cycle, then will be silent as controlled by
R circuits in the control module.

R The over temperature switch is located at the rear of the
R oven liner, with its associated toggle switch breaker
R located on the support bracket on the right top of the outer
R case, directly behind the control module. It interrupts
R power to all control circuits when the air temperature
R within the oven exceeds approximately 550°F. The circuit
R breaker must be manually reset and can be reached by
R removing the control module.

R An over-temperature switch is also located in the exhaust
R duct at the rear of the oven. It interrupts power to the
R heating elements when the exhaust air temperature exceeds
R 415°F. Power is maintained to the control module which
R continues counting. When exhaust air temperature drops to
R approximately 390°F, this switch closes and allows the
R heating elements to be energized.

R A 2.5 amp electrical circuit breaker is located on the
R support bracket on the right top of the outer case, behind
R the control module. This breaker provides protection in the
R event of a low voltage circuit failure. Its pushbutton,
R accessible by removing the control module, must be manually
R reset. A 10 amp circuit breaker is located on the upper
R left corner of oven front panel. This breaker provides
R protection to the serving cart electrical outlets on the
R front of the oven.





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CR
CR

Galley Oven
Figure 2

EFFECTIVITY: ALL

001B

6. Modular Refrigerator

A. Description

Dual-temperature modular refrigerators (Ref. Fig. 1) are installed in the galley, zone 131. The refrigerators are located approximately 60 inches above the floor on the left side of the galley compartment. Each refrigerator is self-contained, and has provisions for air intake and exhaust. The refrigerators will accommodate 54 entree casseroles. Each refrigerator door is spring loaded to open upward when the single-slam, flush door latch is released. Each refrigerator unit weighs approximately 72 pounds.

B. Operation

The refrigerator is cooled by an electromechanical refrigeration unit. Electrical power is supplied from GALLEY AC BUSES NO. 1, NO. 2 and NO. 3 through circuit breakers to lug and stud connections on the refrigerators (Ref. Fig. 3). Three back-lighted pushbutton control switches, marked CHILL, FREEZE, and OFF are located on the right side of the refrigerator front panel. In the CHILL mode, the refrigeration unit lowers the temperature of the empty refrigerator from galley ambient temperature to 36 (±2) degrees F within 20 minutes. In the FREEZE mode, the refrigerator temperature is lowered from galley ambient temperature to -10 (±5) degrees F within 40 minutes. Compressor heat exchanger cooling ducting is included with each refrigerator. Galley air is drawn through the heat exchanger and exhausted into ducts that direct the air underneath the galley floor and eventually overboard through the pressurization outflow valve.

Other than cleaning, the refrigerator modules do not need periodic maintenance.

7. Bun Warmer

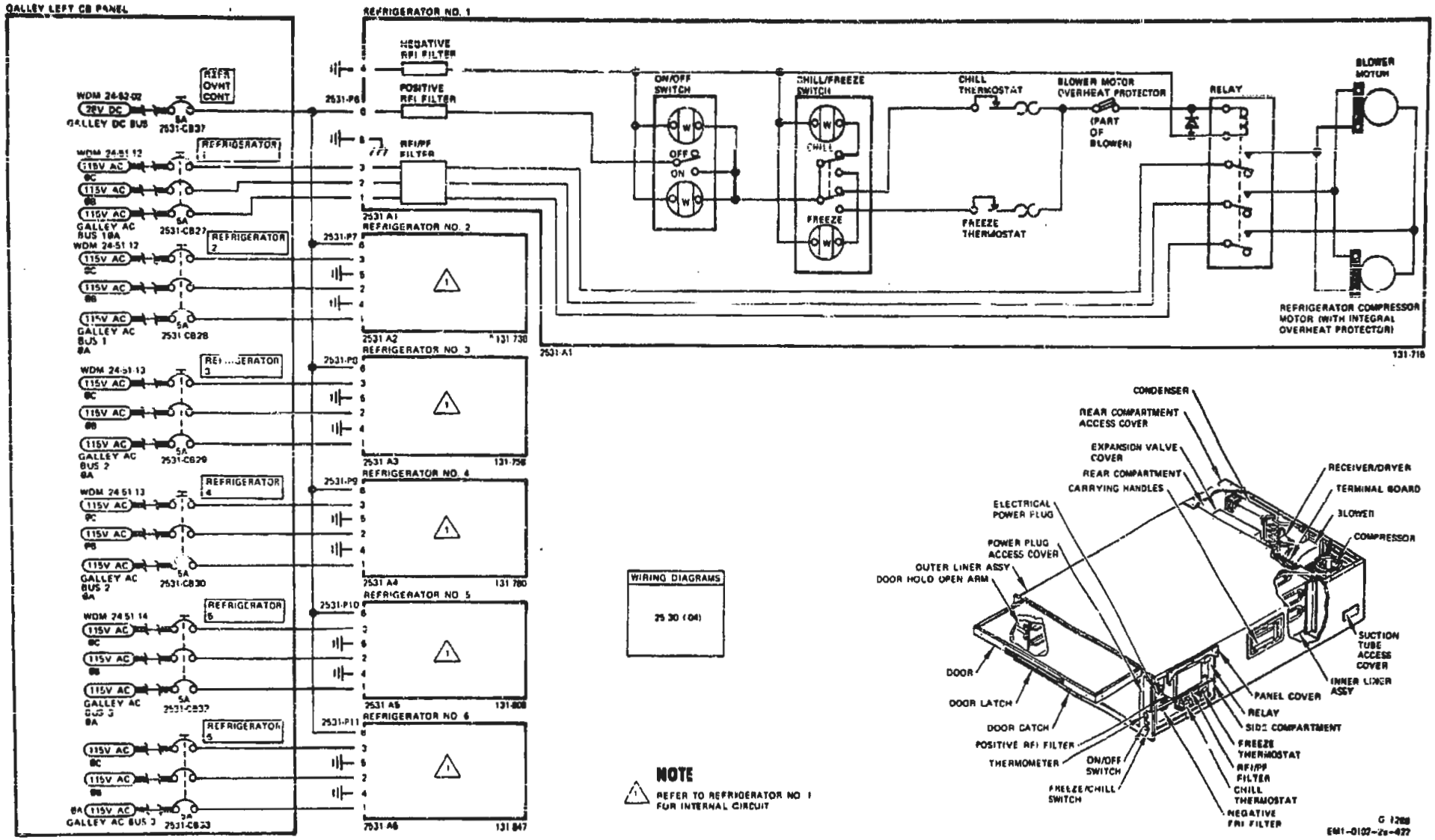
A. Description

Bun warmers are installed beneath the sink countertop on the left side of the galley compartment, zone 130. The bun warmer is a modular electrically heated cabinet with a latched removable drawer. The drawer has a 52-bun capacity.

The bun warmer consists of:

ON-OFF control switch

ON indicator light



Refrigerator Electrical Schematic
Figure 3

Temperature control thermal switch

Heater element

Overheat thermal switch

OVERHEAT light

The control switch ON indicator and overheat lights are located on the front of the cabinet to the right of the drawer panel. The bun warmer is supplied with 115V ac, 400-Hz, single-phase electrical power through circuit breakers on the galley circuit breaker panel (Ref. Fig. 4). Internal circuit connections (lug and stud) are accessible from the front. The internal operating temperature is 175 (±5) degrees F. The maximum external temperature is 140 degrees F with a galley ambient temperature of 70 degrees F. The internal heat rise-time from galley ambient temperature to operating temperature is 6 minutes.

8. Cold Storage Unit

CR CR NOTE: The two cold storage modules have been deactivated by TWA M.O. 70Y90.

A. Description

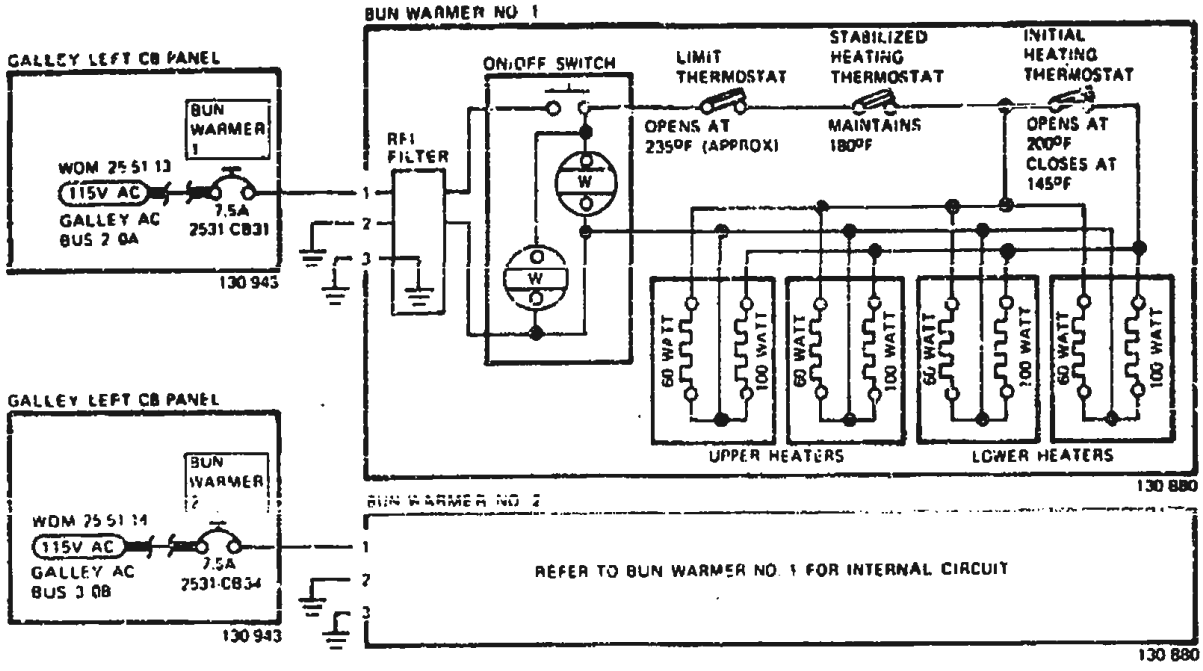
Galley equipment includes two refrigerated cold storage modules. The modules are located under the miscellaneous storage cabinet on the right side of the galley, zone 131. These modules are easily removable for maintenance and replacement. Each module accommodates five standard carry-on storage units. The temperature in the refrigerated modules is maintained at approximately +10 or +38 degrees F by an electromechanical unit.

9. Food and Beverage Cart Restraint Fittings

A. Description and Operation

Two types of serving cart restraint fittings, fixed and retractable, are installed in the galley and passenger compartments (Ref. Fig. 5). The fittings restrain the carts in the stowage positions and in several places throughout the passenger compartment while serving food or beverages.

The fixed type fitting has a base plate 4.5 inches in diameter that screws into a fitting adapter attached to the floor structure. A mushroom headed bolt two inches in diameter extends above floor level for engagement of cart



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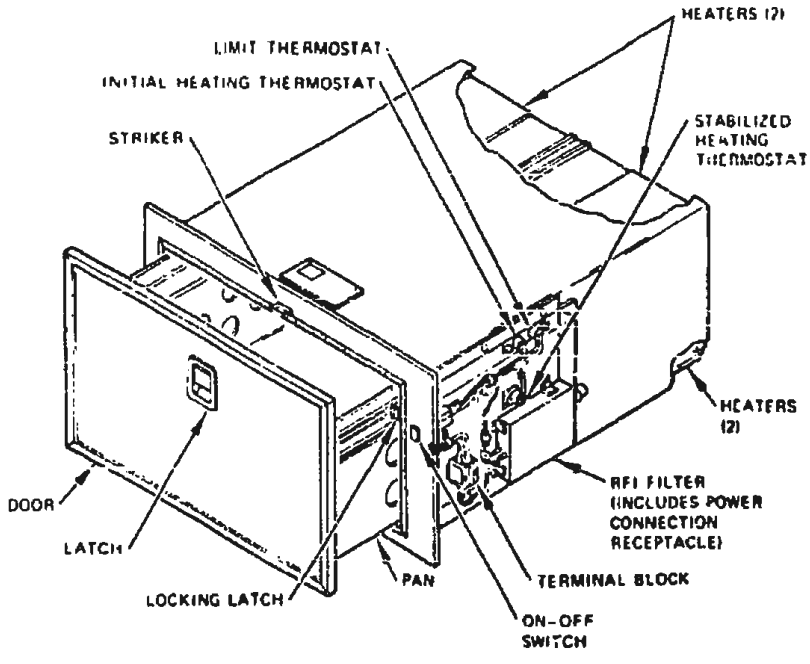


HH 5710
EM1 0102-25-063

Bun Warmer Electrical Schematic
Figure 4

retention device. The fixed type fittings are installed in non-traffic areas, in cart stowage positions in the service centers, and in galley lift cage floor and top surface.

The retractable cart restraint fitting has a top plate approximately four inches in diameter and a body approximately five inches in length that extends below floor structure. The mushroom headed bolt is recessed within the body top plate in the retracted position. A spring loaded lift tab, recessed in the bolt head, is used to lift the bolt to the extended position. An O-ring and tefion seal mounted in the upper body provides a fluid seal around the bolt shank to prevent fluids from entering the below-floor areas. The bolt is retained in the retracted position by springs mounted on the lower body.

On aircraft 001-023 without SB 25-180, the bolt is retained in the extended position by adjustable detents that align with a groove in the bolt shank. A force of approximately 10 pounds is required to return the bolt to the retracted position and is retained by a coil spring.

On aircraft 001-023 with SB 25-180 and 024-999, the bolt is retained in the extended and retracted positions by two leaf springs riveted to the restraint assembly lower body (Ref. Fig. 5). The leaf springs are adjusted against the stop to hold the bolt in the extended position so that a force of approximately 35 to 50 pounds is required to return the bolt to the retracted position.

C 10. DELETED

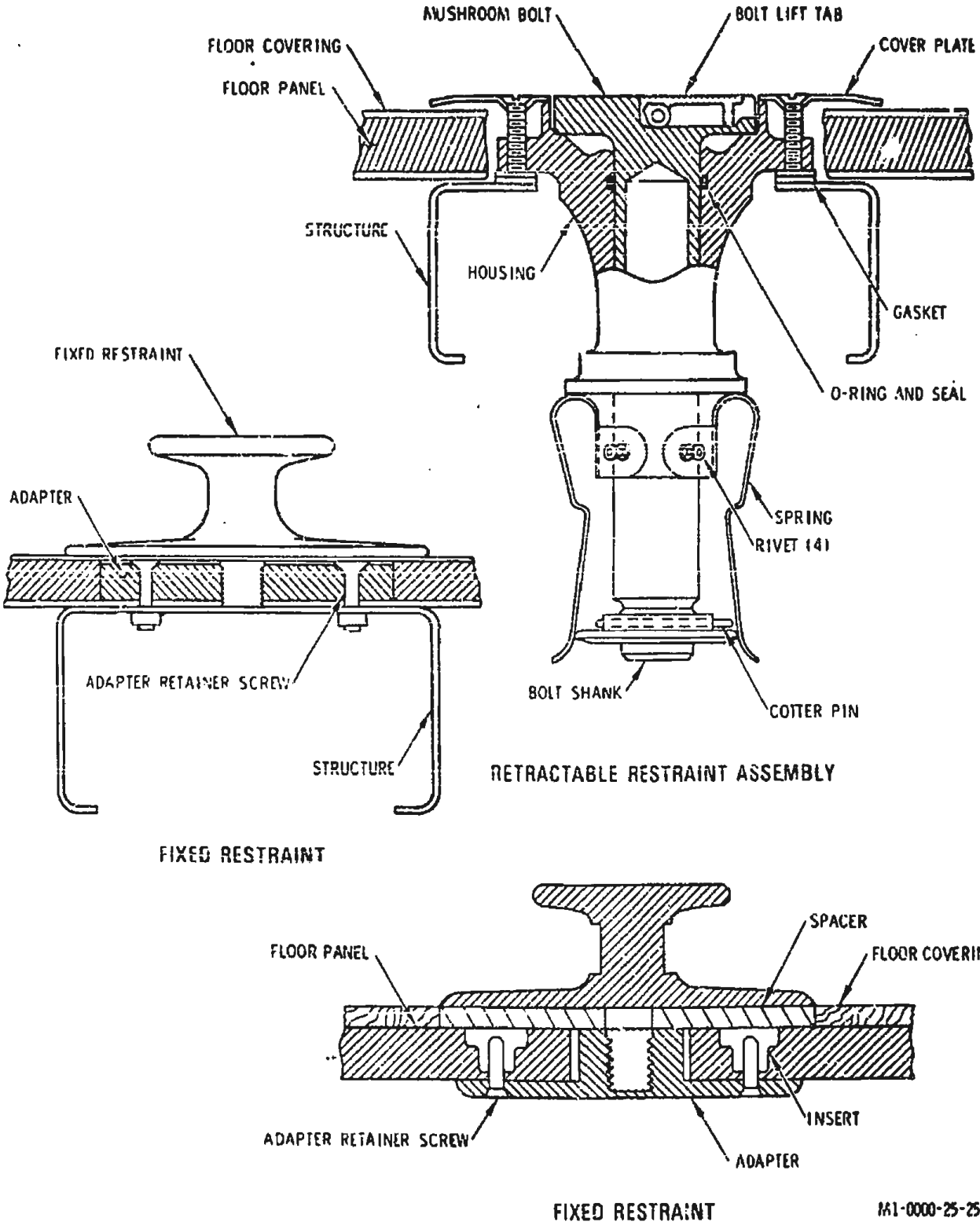
11. Coach Class Food Cart

A. Description

Coach class food carts (Ref. Fig. 7) are provided as standard equipment. Each cart carries complete meals for 27 coach class passengers.

Each cart consists of a base, cold food storage box, hot food holding oven, bun drawer, cart tie-down system, braking system and casters. The base is an integral part of the cold food storage box. Physical size of the cart is 16.5 inches wide (plus 3/8-inch rub strip on each side) by 37 inches long by 43 inches high to the top of the holding oven.

Six swiveling casters are installed in pairs on the bottom of the base (one pair at each end and the other pair in the



Food and Beverage Cart Restraint Fittings
Figure 5

middle). These casters permit lateral movement and full rotation about the cart center point. The center pair of casters is mounted one-eighth inch lower than the other two pairs of casters. Crossbar push handles are located at each end of the cart. The carts are delivered with the center casters swiveling capability locked out by the swivel lockout screws being extended.

A tie-down latching device is mounted on the bottom surface of the base. A cart retention device on the bottom of the cart engages a cart restraint bolt assembly on the aircraft to provide a hold-down for unattended parking.

A jack pad-type of brake is provided to prevent lateral movement while serving. The brake and/or retention device may be applied or released from either end of the cart.

The dual temperature (145 and 170 degrees F) removable hot food holding oven is located at the top of the cart opposite the serving end. The interior liner of the oven is made of corrosion-resistant metal. The oven door faces the serving end of the cart. The door hinges up and over the top (270 degrees). The bun drawer is located on top of the cart under the front portion of the oven. The drawer is warmed by heat leaking from the oven.

The cold food storage box is below the bun drawer and oven. The cold box thermometer is located in the position which senses the highest internal temperature of the cold box.

All removable parts are interchangeable between all coach class food carts. The following parts are interchangeable between the same parts on the first class food carts and the beverage serving carts:

Casters and all components

Brake system and all components

Hold-down system and all components

C 12. Utility Cart

A. Description

Beverage serving carts (Ref. Fig. 7) are provided as standard equipment. Each cart is capable of providing service for a minimum of 50 passengers. Normally two carts are used for first class and four are used for coach class passenger service. When used for first class passenger service, the carts are provisioned for champagne and

cordials in place of wine. Otherwise, the six carts are identical and interchangeable. Physical size of the cart is 16.5 inches wide (plus 3/8-inch rub strip on each side) by 37 inches long by 36 inches high.

The cart includes a base, cart tie-down system, braking system, casters, and modular components. The base area is an integral part of the cart. The cart tie-down system, braking system, and casters are secured to the bottom surface of the base.

A cart retention device automatically actuates when the cart is rolled over one of the tie-down fittings in the aircraft. The tie-down fittings are mechanical cart restraint bolt assemblies. The assemblies are mounted in the floor of the galley compartment, galley lifts, and passenger compartment. The bolts, normally flush with the floor, are manually raised to the extended position for use. Built-in guides on the cart base help position the cart over the extended bolt. The foot brake pedal actuates the tie-down latching device and releases the cart from the tie-down bolt.

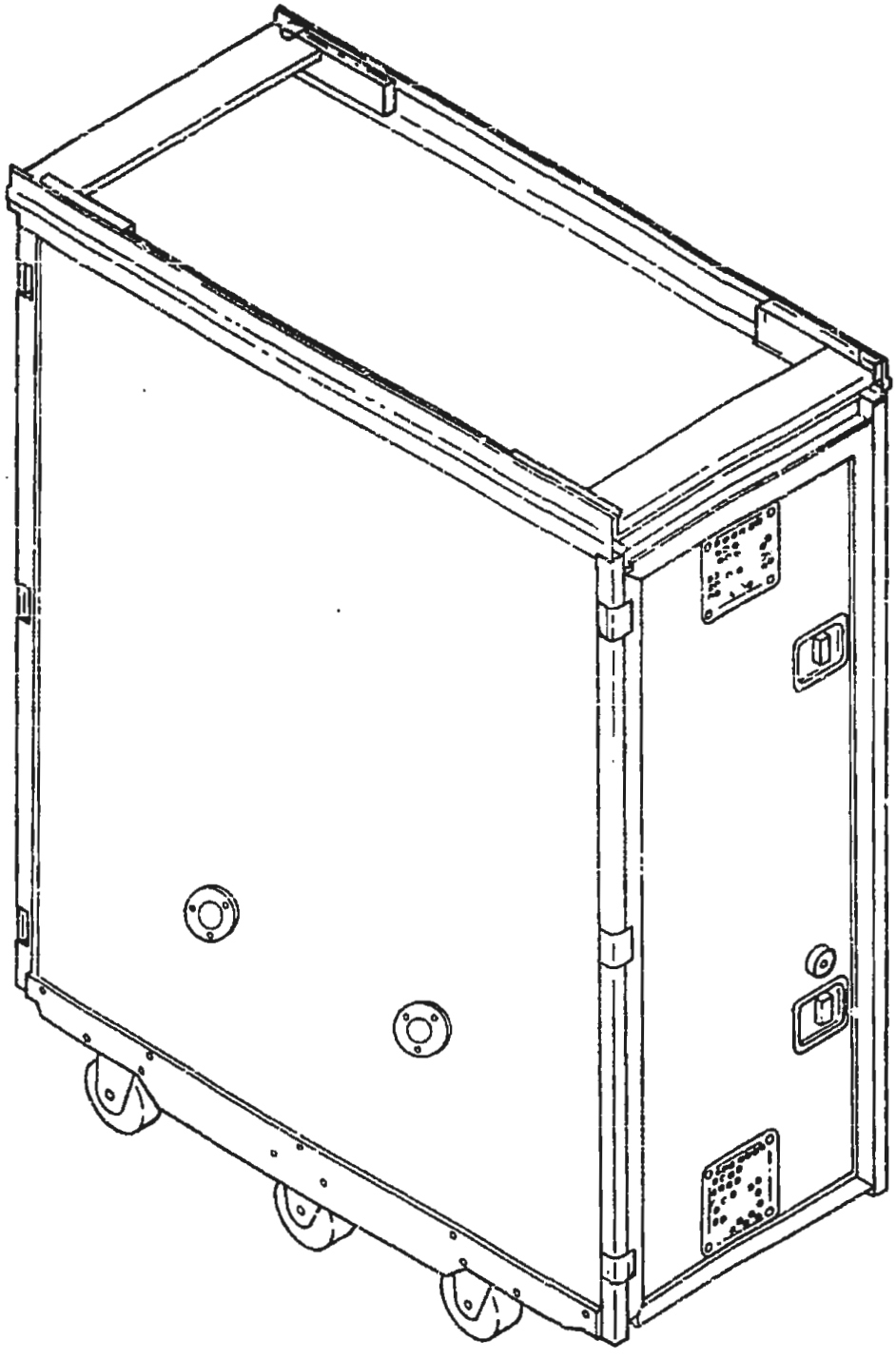
A jack pad type of brake is provided for attended positioning. The brake may be applied or released by actuating the brake pedal on either end of the cart.

Six swiveling casters are installed on the bottom of the base (one pair at each end and the other pair in the middle). The middle pair of casters is mounted one-eighth inch lower than the end pairs to provide maximum maneuverability. The swiveling casters permit lateral movement and full rotation of the cart about the carts center point. The carts are delivered with the center casters swivel capability cancelled by the swivel lockout screws being extended. A crossbar push handle is provided at each end of the cart.

Ice storage is provided in a tray adjacent to the serving area of the cart. Also on top of the cart are a sink and storage provisions for condiments, stir sticks, picks, napkins, and glasses. Near the center of the cart top is storage space for five bottles and a bucket for bottles.

Provisions for up to 40 12-ounce drink cans and 12 6-ounce drink cans, restrained in two modules with levelators, are located on top of the cart. Provisions for up to 150 miniature bottles, restrained in 5 modules with levelators, are also located on top of the cart.

The cart includes a container for waste in the lower section of the cart, and a wet sump container to accept liquid waste from the ice compartment and the sink area.



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C
C Utility Cart
Figure 7

All removable parts or units are interchangeable between beverage carts. The parts listed below are interchangeable with the same parts on the first class and the coach class food carts:

Casters and all components

Brake system and all components

Tie-down system and all components

13. Waste Carts

A. Description

Two waste carts are provided for waste pick-up following beverage and food service (Ref. Fig. 8). Physical size of the cart is 13 inches wide by 29.5 inches long by 36 inches high. The volume within the outer walls houses a removable waste container which can be lined with buyer-furnished bags. The waste container can be removed at one end of the cart through a hinged door with a finger latch.

14. Galley Floor

A. Description

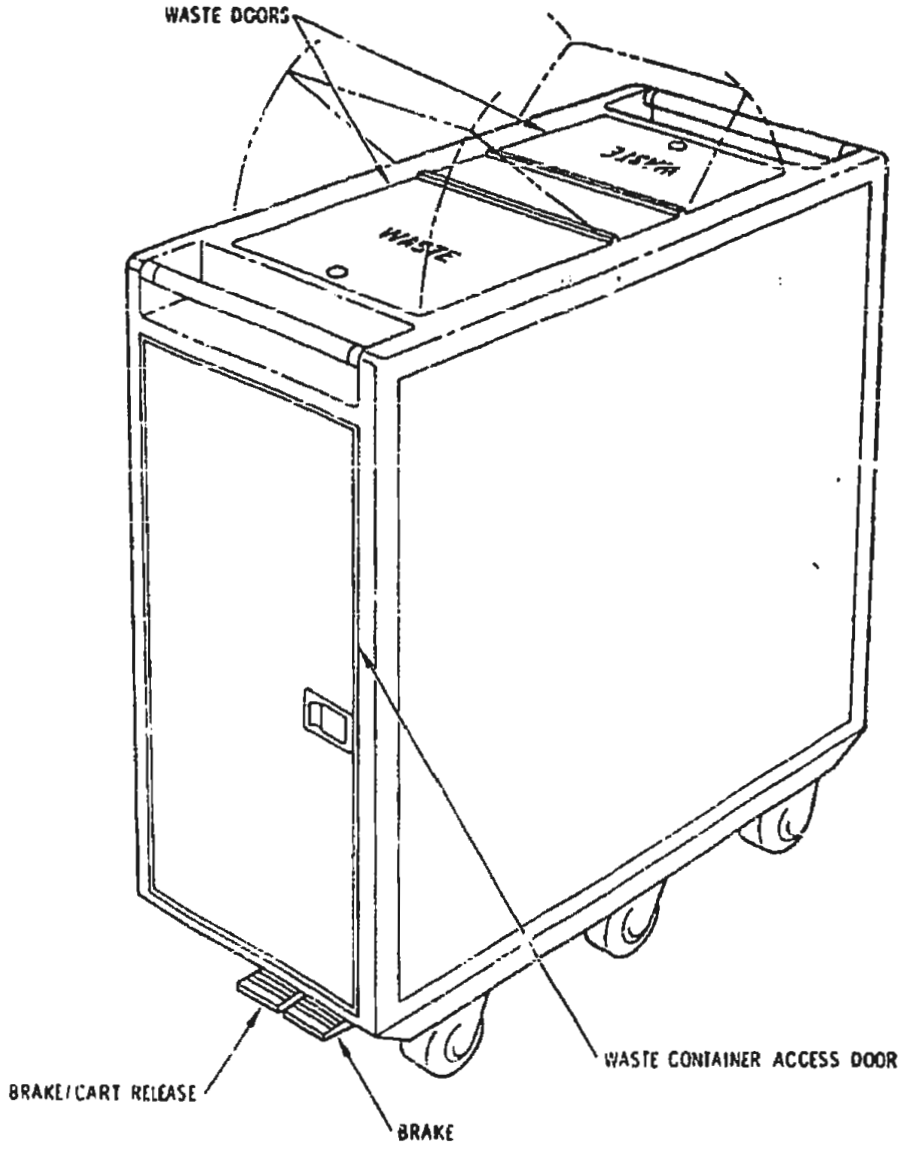
The galley, zone 131, has a sealed, nonskid floor covering that is impervious to moisture. Plastic pans are provided beneath the galley floor to ensure against possible leakage through the floor from reaching the bilge area of the aircraft. Warm air from the electrical load center is circulated across the pans constantly to evaporate any leakage and to keep the galley floor warm.

15. Galley Cabinets

A. Description

The galley has storage cabinets on both sides (Ref. Fig. 1).

The cabinets on the aft left side of the galley are located above and below the sink countertop. The vertical cabinet, which extends from the countertop to the ceiling, has three shelves (four compartments). The narrow vertical cabinet under the aft end of the countertop provides storage of emergency oxygen equipment for one food service specialist. The forward, drawer-type compartment under the countertop is a lockable cash box. The other two compartments are bun



MI-30000-25-118*

R Waste Cart
R Figure 8

warmers. All of the cabinets, with the exception of the three-drawer-type compartments under the countertop, have flat doors. The doors are hinged on the aft side and have knobs and latches on the forward side.

The cabinets on the right side of the galley consist of:

(1) Miscellaneous Storage

This cabinet is located above center, aft of the galley service door. The cabinets three doors are hinged on the forward side and have knobs and latches on the aft side. This nonrefrigerated cabinet has a volume of 43 cubic feet or a capacity for 24 standard carry-on storage units.

(2) Dry Storage

Next to the two refrigerated modules (Ref. Para. 8) is a dry-storage cabinet. This cabinet has a capacity of 8 cubic feet.

(3) Ambient Storage

Aft of the miscellaneous and cold storage cabinets are 21 dry-storage compartments. These compartments are arranged in three vertical rows with seven compartments per row. The compartments accommodate standard carry-on storage units. The top five compartments of the three rows accept two storage units each. The 21 compartments hold a total of 36 standard storage units.

(4) Oxygen Compartment

The narrow vertical cabinet at the aft end of the galley stores emergency oxygen equipment for one food service specialist.

16. Emergency Egress Table

A. Description

An emergency egress table is attached with a hinge to the inner surface of the galley service door. The table serves as a platform for access to a ceiling escape hatch (Ref. 25-61-00, Para. 10).

B. Operation

When the galley door is closed, the table is parallel to the galley floor and rests on a support on the forward wall of

the adjacent cabinet aft of the door. The galley door opens inward and upward to the galley ceiling. The table is lifted off the support and folds flat against the inner surface of the door as it opens. When the door closes, the table returns to the horizontal position on the support. During flight, the table provides additional work space.

17. Galley Attendants Oxygen Mask Modules

A. Description

Emergency oxygen modules are provided for each of the two food service specialists. The modules (Ref. 35-21-00) are located in cabinets adjacent to each food service specialists rough-air seat.

GALLEY EQUIPMENT AND FURNISHINGS - FAULT ISOLATION

1. General

The diagram in this section can be used for fault isolation any time a fault is reported or suspected. The PREREQUISITES listed at the top of each fault isolation diagram must be satisfied prior to starting fault isolation.

If the flight crew reports a trouble using a fault code number, the code number can be found in the Fault Isolation Reference Table in the Chapter 25 Fault Code Index. The index specifies the exact maintenance manual section, fault isolation diagram, and block number on the diagram where the fault isolation procedure should start. Refer to the Maintenance Manual Introduction for a more detailed discussion of the Fault Isolation Reporting Method (FIRM) and use of fault isolation diagrams.

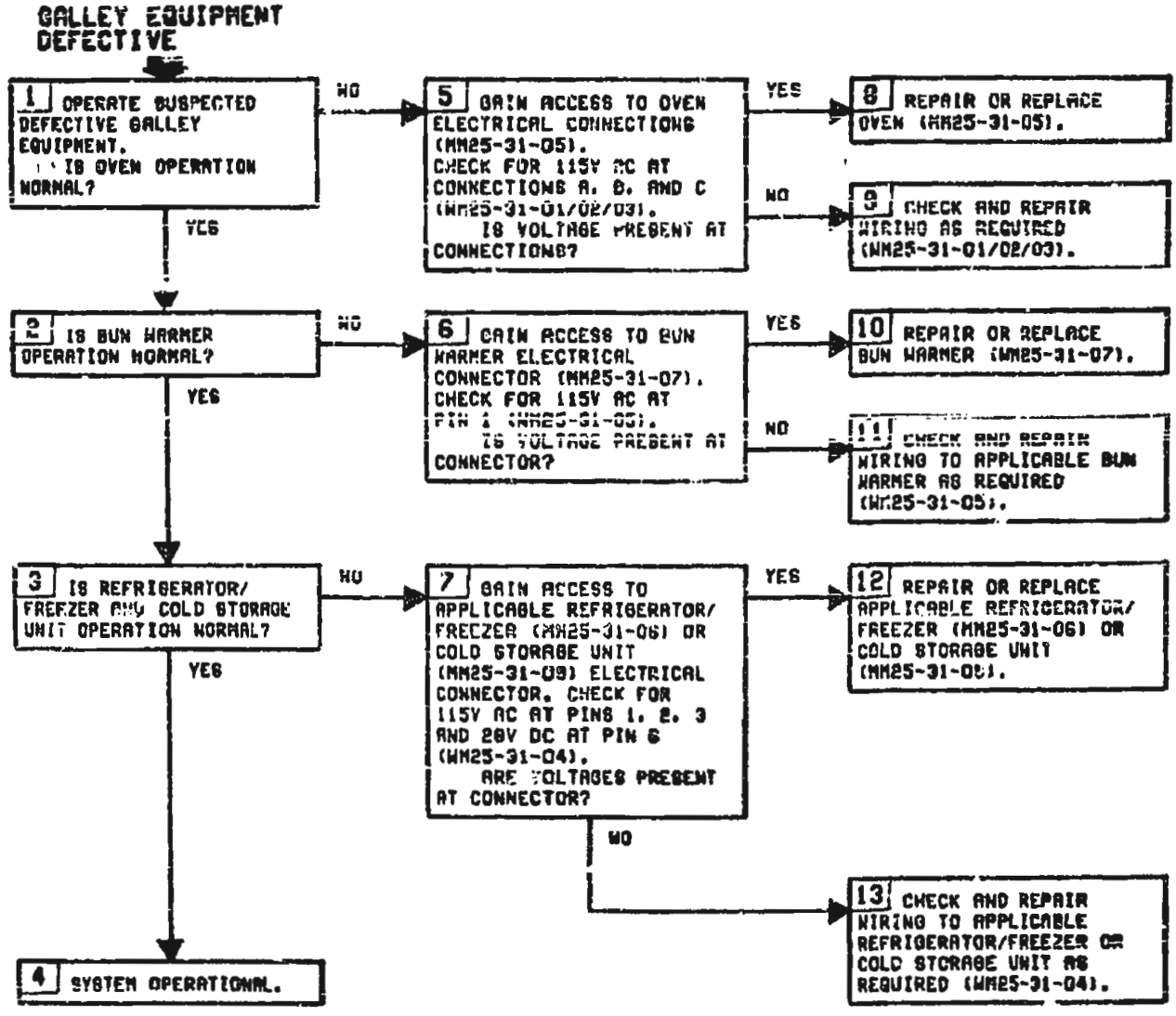
2. Fault Isolation/Identification

Table 101 lists the fault isolation diagram and schematics in this section.

TABLE 101

	TITLE	FIGURE
R	Galley Equipment Defective	101

PREREQUISITES
ELECTRICAL POWER (MM24-41-00)
CB'S: 2C5.
GALLEY LEFT PANEL: GALLEY CONT-BUS 1, BUS 2
BUS 3: APPLICABLE REFRIGERATOR, STORAGE-COLD
UNIT, BUN WARMER CIRCUIT BREAKERS.
GALLEY RIGHT PANEL : APPLICABLE OVEN CIRCUIT BREAKERS.
GALLEY POWER SWITCHLIGHT-BUS 1, BUS 2, BUS 3: LATCHED IN.
GALLEY POWER EMERGENCY SHUTOFF SWITCHLIGHT: UNLATCHED.


GALLEY EQUIPMENT DEFECTIVE
1 OPERATE SUSPECTED DEFECTIVE GALLEY EQUIPMENT. IS OVEN OPERATION NORMAL?
NO
YES
5 GAIN ACCESS TO OVEN ELECTRICAL CONNECTIONS (MM25-31-05). CHECK FOR 115V AC AT CONNECTIONS A, B, AND C (MM25-31-01/02/03). IS VOLTAGE PRESENT AT CONNECTIONS?
YES
8 REPAIR OR REPLACE OVEN (MM25-31-05).
NO
9 CHECK AND REPAIR WIRING AS REQUIRED (MM25-31-01/02/03).
2 IS BUN WARMER OPERATION NORMAL?
NO
YES
6 GAIN ACCESS TO BUN WARMER ELECTRICAL CONNECTOR (MM25-31-07). CHECK FOR 115V AC AT PIN A (MM25-31-05). IS VOLTAGE PRESENT AT CONNECTOR?
YES
10 REPAIR OR REPLACE BUN WARMER (MM25-31-07).
NO
11 CHECK AND REPAIR WIRING TO APPLICABLE BUN WARMER AS REQUIRED (MM25-31-05).
3 IS REFRIGERATOR/ FREEZER AND COLD STORAGE UNIT OPERATION NORMAL?
NO
YES
7 GAIN ACCESS TO APPLICABLE REFRIGERATOR/ FREEZER (MM25-31-06) OR COLD STORAGE UNIT (MM25-31-09) ELECTRICAL CONNECTOR. CHECK FOR 115V AC AT PINS 1, 2, 3 AND 28V DC AT PIN 6 (MM25-31-04). ARE VOLTAGES PRESENT AT CONNECTOR?
YES
12 REPAIR OR REPLACE APPLICABLE REFRIGERATOR/ FREEZER (MM25-31-06) OR COLD STORAGE UNIT (MM25-31-09).
NO
13 CHECK AND REPAIR WIRING TO APPLICABLE REFRIGERATOR/FREEZER OR COLD STORAGE UNIT AS REQUIRED (MM25-31-04).
4 SYSTEM OPERATIONAL.

M1-0000-25-2004

R
R Galley Equipment Defective
Figure 101

R EFFECTIVITY: ALL
R
001B

FOOD SERVICE SPECIALIST SEAT REMOVAL AND INSTALLATION

1. General

The seats are located in the galley on each side of the lift enclosure, zones 132 and 133 (Ref. Fig. 401).

2. Removal/Installation

A. Removal

(1) Support the seat assembly.

(2) Remove seat to partition attachment screws.

(3) Remove seat assembly.

B. Installation

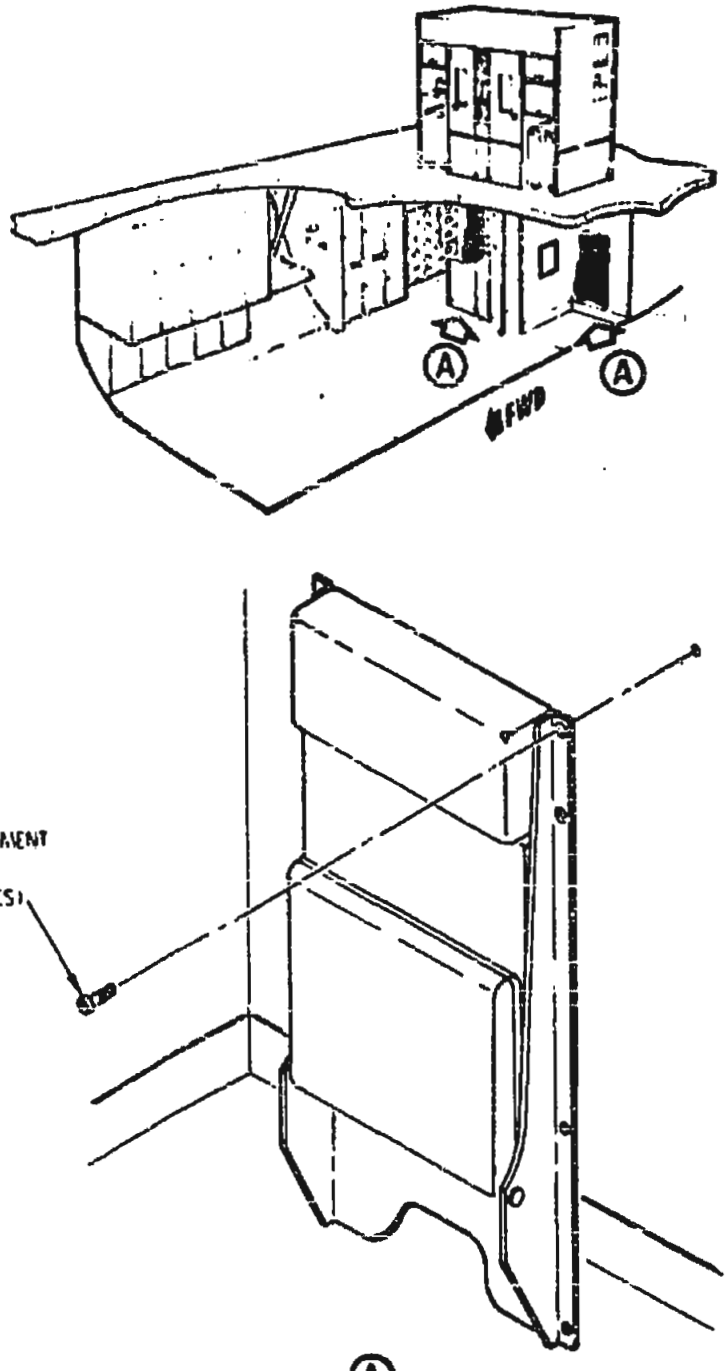
(1) Align seat attachment holes with holes in partition.

(2) Install seat to partition attachment screws.

C. Functional Check

R (1) Lower seat full down and release. Seat should spring back into stowed position without any assistance.

R (2) If seat fails to retract automatically, check for binding linkages, broken springs or binding hinge points.



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R
R
R

Food Service Specialist Seat
Removal and Installation
Figure 401

EFFECTIVITY: ALL

050B

FOOD SERVICE SPECIALIST SEAT BELT - REMOVAL AND INSTALLATION

1. General

The seat belts are located in the galley on each side of the lift enclosure, zones 132 and 133 (Ref. Fig. 401).

2. Removal/Installation

A. Removal

(1) Remove trim panel from bottom of seat.

(2) Slide boot covering inertia mechanism up belt.

(3) Remove bolts attaching belt to seat.

(4) Remove seat belt.

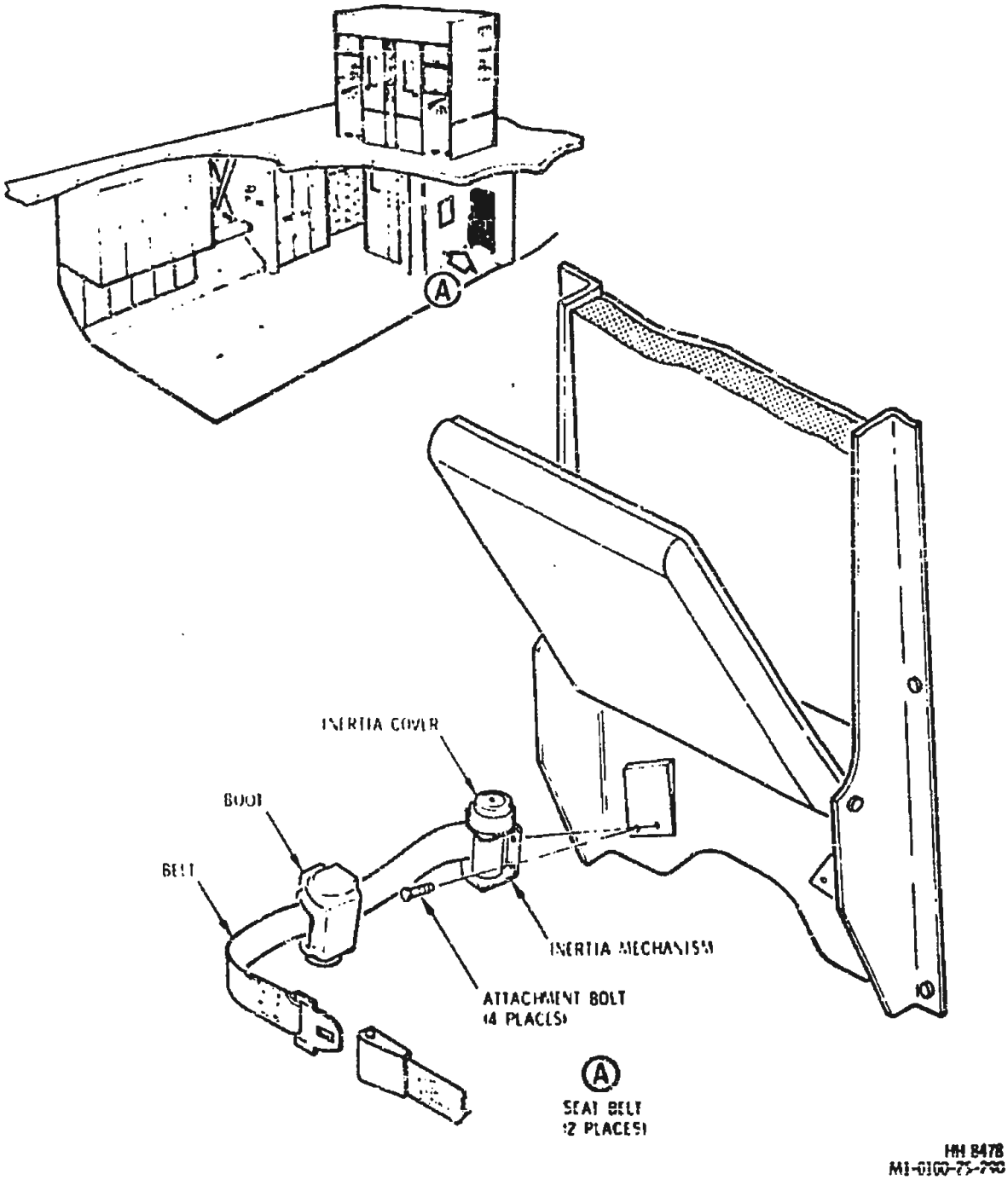
B. Installation

(1) Align belt attachment holes with holes in seat.

(2) Install belt-to-seat attachment bolts.

(3) Slide boot down belt and cover inertia mechanism.

(5) Install trim panel on bottom of seat.



Food Service Specialist Seat Belt
Removal and Installation
Figure 401

EFFECTIVITY: 001-031 WITHOUT SB25-277

FOOD SERVICE SPECIALIST SEAT BELT - REMOVAL AND INSTALLATION

1. General

The seat belts are installed in the seats located in the galley
R on each side of the lift, zones 132 and 133 (Ref. Fig. 401).

2. Removal/Installation

A. Removal

(1) Remove trim panel from bottom of seat.

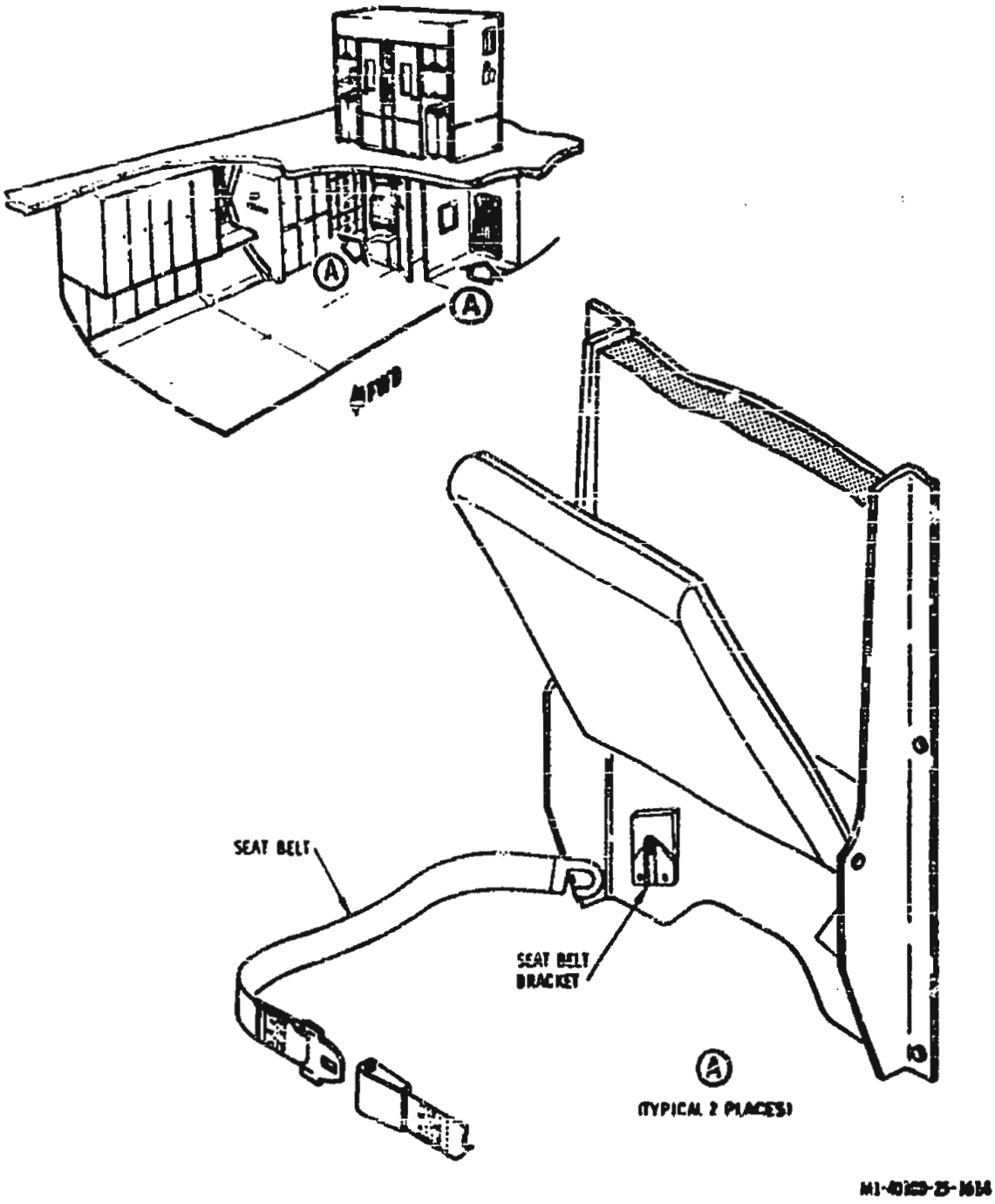
(2) Unhook seat belt from bracket.

(3) Remove seat belt from aircraft.

B. Installation

(1) Install seat belt to belt bracket below seat.

(2) Install trim panel on bottom of seat.



R Food Service Specialist Seat Belt - Removal and Installation
R Figure 401

R EFFECTIVITY: 001-031 WITH SB25-277, AND 032-999

R
R
R
4598

OVEN - REMOVAL AND INSTALLATION

1. General

Ovens are located in the galley. The removal and installation procedure is identical for each (Ref. Fig. 401).

WARNING: ALLOW THE OVEN TO COOL SUFFICIENTLY IF UNIT HAS RECENTLY BEEN IN USE.

2. Referenced Procedure

25-31-05 Oven - Adjustment and Test

3. Removal/Installation

WARNING: THE OVEN WEIGHS APPROXIMATELY 154 POUNDS.

A. Removal

(1) On galley right circuit breaker panel, zone 130, open and tag applicable oven circuit breaker.

(2) Remove carts from under oven installation.

(3) Remove attachment screws from retainer assembly on each side of oven.

(4) Pull oven out of rack sufficiently to permit access to aircraft electrical harness and oven terminal block.

CR CAUTION: CHECK TO INSURE THAT THE REMOTE CONTROL CIRCUIT
CR BREAKER HAS OPENED AND REMOVED ELECTRICAL POWER
CR FROM ALL THREE PHASES THEN GROUND PHASE A,B AND C
CR TERMINALS TO DISCHARGE FILTER PRIOR TO LEAD
CR REMOVAL.

(5) Remove aircraft electrical harness from oven terminal block. Tag leads for identification.

(6) Gradually slide oven out from rack completely, and manually support entire weight of oven.

(7) Remove oven from aircraft.

B. Installation

(1) Verify circuit breaker opened in Step 3A(1) is open and tagged.

(2) Position oven in rack sufficiently to attach aircraft electrical harness to oven terminal block.

(3) Attach electrical harness to oven terminal block.

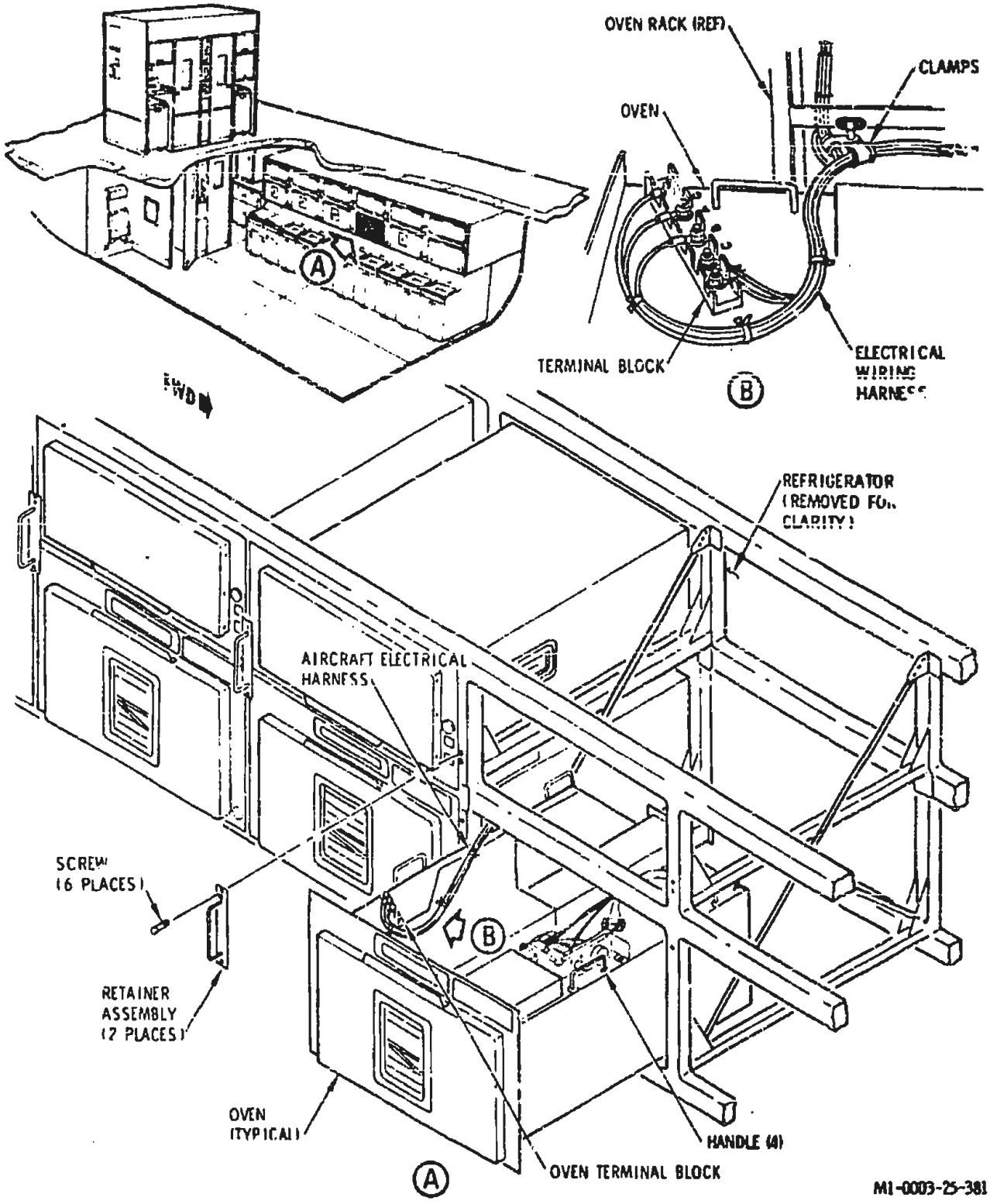
R CAUTION: BEFORE PUSHING OVEN INSIDE RACK ENSURE THAT ELECTRICAL WIRING HARNESS IS PROPERLY ROUTED AND SUFFICIENTLY SECURED IN CLAMPS TO PREVENT DAMAGE TO ELECTRICAL WIRE.

(4) Position oven inside rack and install retainer assembly.

(5) Remove tag and close circuit breaker opened in Step 2A(1).

(6) Check oven for proper operation (Ref. 25-31-05, 501).

(7) Install service carts removed in Step 3A(2).



R
R

Oven - Removal and Installation
Figure 401

EFFECTIVITY: ALL

001B

C

OVEN - ADJUSTMENT AND TEST

C 1. General

C This operational test procedure tests the oven as installed in
C position in the aircraft galley. Any further testing or
C calibration of the oven must be accomplished in the shop.

C 2. Referenced Procedure

C 24-41-00 External Power/Ground Service System - Maintenance
C Practices

C 3. Adjustment/Test

C A. Operational Test

C (1) On galley right circuit breaker panel, zone 131, verify
C applicable circuit breaker OVEN 1, 2, 3, 4, 5, or 6 is
C closed.

C (2) On galley left circuit breaker panel, zone 131, verify
C circuit breaker PASS SERV BUS 2L COMPT FAN GALLEY (C11)
C is closed.

C (3) On pilots overhead circuit breaker panel CB1, zone 210,
C verify circuit breaker AIR OVBD (J14) is closed.

C (4) On Flight Engineer/Second Officers console, ECS monitor
C panel, depress COOL AIR OVBD switchlight to open galley
C exhaust valve. The switchlight will be out.

C NOTE: This switchlight must be in the depress (light
C out) position throughout this test.

C (5) Apply external electrical power (Ref. 24-41-00).

C (6) Set ACTIVE RACKS switch to desired number of racks to
C be operated.

C (7) Set TEMPERATURE selector to desired temperature.

C (a) Power on light will illuminate.

C (b) Cycle light will remain off.

C (8) Turn time selector knob clockwise to desired cooking
C time.

C (a) Cycle light will illuminate, if oven is below
C selected cooking temperature, indicating racks are
C on.

C (b) As oven reaches preselected temperature setting,
C cycle light will flicker then go out, indicating
C oven racks are off.

C (c) Oven racks will cycle on and off to maintain oven
C temperature until the time selector reaches zero
C ("0").

C (9) Switch oven off by the following:

C (a) Turn timer counter clockwise to zero ("0").

C (b) Turn temperature selector fully counter clockwise
C to 125°F.

C (10) On Flight Engineer/Second Officers console, ECS monitor
C panel, release COOL AIR OVBD switchlight to close
C valve. Light will come on.

C (11) Remove external electrical power (Ref. 24-41-00).

CR **NORDSKOG (61024) OVEN CALIBRATION - ADJUSTMENT/TEST**

CR 1. Equipment Required:

CR Source of AC external power.

CR Tester Galley oven temperature, R&R 90118 or equivalent.

CR 2. Calibration Procedure

CR A. Place one thermocouple of the R&R 90118 temperature
CR indicator in each oven compartment through the vent hole in
CR the door, suspending them in the center of the oven with a
CR piece of safety wire.

CR B. Close the oven door and apply power to the galley oven and
CR turn the timer past 30 minutes.

CR C. Adjust the thermostat control to 400°F.

CR D. Record the time the oven requires to reach selected
CR temperature (thermostat lights out). The oven must cycle in
CR less than 8 minutes. If it does not, check to determine
CR that all heating elements are operative.

CR E. Record the temperature, as indicated on the test unit
CR indicator, for three oven cycles (to cycle oven rapidly,
CR open doors when thermostat lights are out and close doors
CR when lights come on).

CR F. If the test unit indicator reads 400°F ±15°F, (205°C) no
CR further work is required.

CR G. If the reading indicates out of tolerance, remove the
CR thermostat knob and adjust the knob to agree with test unit
CR indicator reading.

CR H. Remove power from oven and remove test unit.

CR 3. Operational Check

CR A. Close the oven doors and apply power to the galley.

CR B. Turn the timers past 30 minutes and set them on 15 minutes.

CR C. Adjust the thermostat controls to 400°F.

CR NOTE: The ovens must cycle off in less than 8 minutes. If
CR they do not, check to determine that all heating
CR elements are operative.

CR D. Open oven doors and check that the cycle lights come back
CR on.

CR (1) While doors are open, check for normal fan operation.

CR NOTE: When the timers run to 0 minutes, each should
CR ding once and the oven should go off.

CR E. Turn thermostats to OFF.

CR

OVEN - TESTING

CR 1. Test Equipment

CR A. Oven Tester, identified 19337 L1011 OVEN TESTER (Contains 3 CR ammeters and necessary hookup cables).

CR B. Oven Test Adapter, identified 25-00-00-0021.

CR C. Exhaust Fan, TWA fabricated.

CR 2. Test Set-Up

CR A. Connect the 19337 OVEN TESTER to the oven terminal strip. CR Connect white jumper wire to terminals N to G.

CR B. Connect the OVEN TESTER cable to shop 115 V 400 Hz shop CR power source.

CR C. Attach the TWA fabricated exhaust fan to the oven exhaust CR duct and turn fan on.

CR 3. Operational Test

CR A. With all oven power off, connect Test Adapter 25-00-00-0021 CR between 19337 oven and 271-5520 oven control.

CR B. Set switches of Test Adapter as follows:

CR AC POWER - OFF	K5, K6, K7, K8 - ON
CR SONALERT - ON	RT1 RESISTANCE/NORMAL - NORMAL
CR DAMPER SOLENOID - OFF	RT1 NORMAL/OPEN/OVHT - NORMAL
CR 415° OVHT SW - ON	

CR C. With TIMER CONTROL off (fully CCW), apply main power to CR oven. Assure oven control circuit breaker on control panel CR in "ON". TEMPERATURE SELECTOR switch is set to "175", CR ACTIVE RACKS switch is set to "3", and CB1 (located on oven) CR is on.

CR D. Rotate TIMER CONTROL to 30 minutes, and set AC POWER switch CR "ON". "POWER ON" and "CYCLE" lamps shall illuminate and CR oven shall begin heating. Oven current shall be 35.6 to CR 38.0 amps per phase.

CR E. Monitor "CYCLE" lamp. When oven reaches 175°F (CYCLE lamps CR extinguishes), rotate TIMER CONTROL to "OFF" and place CR DAMPER SOLENOID switch "ON". Damper shall not operate, and CR damper light shall be "OFF".

CR NOTE: If oven has not stabilized at room temperature before CR beginning this test, the 200° damper switch may still CR be closed due to the residual heat of the oven.

CR F. Rotate TIMER CONTROL to 30 minutes and TEMPERATURE SELECTOR CR switch to "225". When oven reaches 225, rotate the TIMER CR CONTROL to "OFF". The damper solenoid shall operate, and CR the damper lamp shall illuminate.

CR G. Rotate the TIMER CONTROL to 30 minutes and the TEMPERATURE CR SELECTOR switch to "250". While the CYCLE lamp is on, open CR the 415° OVHT switch. The 3-phase AC current shall drop to CR zero. Close the 415° OVHT switch. The 3-phase AC current CR shall return to its normal value.

CR H. When oven reaches 250°F (CYCLE lamp extinguishes), place RT1 CR RESISTANCE/NORMAL. Switch to "RESISTANCE" and read the CR value of RT1 between jacks 15 and 16. Resistance shall be CR between 1995 and 2400 ohms (200 to 300°F). (Ref. oven CR thermistor conversion chart).

CR I. Place RT1 NORMAL/OPEN/OVHT switch to "OVHT", and rotate CR TEMPERATURE SELECTOR fully clockwise. The "OVHT" and CR "DAMPER", lamps shall illuminate within 10 minutes. If they CR do not, remove power and troubleshoot the ovht switch CR circuit.

CR J. After satisfactorily completing the previous step, allow CR oven to cool until the ovht switch resets. When oven begins CR heating, rotate TIMER CONTROL. Sonalert shall sound for 5 CR to 10 seconds.

CR K. Check that the proper racks are energized with RACK SELECTOR CR switch in "2" (all racks on except top rack), and "1" (Top CR and middle racks "OFF").

CR L. Check that galley cart power receptacles are wired properly CR by testing with 25-00-00-0024 service outlet tester. Assure CR L1 and L2 are on, and L3 is off.

CR M. Remove power and disconnect tester - Reinstall oven control.

CR NOTE: RT1 RESISTANCE/NORMAL switch can be monentarily CR placed to "RESISTANCE" and actual thermistor CR resistance read at jacks 15 and 16 during test to CR verify proper operation of thermistor RT1.

CR N. END OF OPERATIONAL TEST.

CR 4. Oven Check with P/N 121275 Controller Installed

CR NOTE: The following procedure is performed after the
CR Operational Test (paragraph 3) has been completed, the
CR new type controller has been installed and the oven is
CR ready for shipment.

CR A. Reset circuit breaker CP-1 and install a P/N 121275
CR controller.

CR NOTE: Exhaust fan is in place and operating from previous
CR test procedures.

CR B. Set timer to ten (10) minutes and set temperature dial to
CR 200°F. Set rack selector switch to "3".

CR (1) All three phase currents, indicated on oven tester
CR meters, must be 35.6 to 38.0 amps.

CR C. Set temperature dial to 225°F.

CR D. Set timer to ten (10) minutes.

CR E. When the cycle lamp goes out for the first time, return the
CR timer to "0" (OFF). All heating elements shall stay off and
CR the meal ready signal sounds for approximately eight (8)
CR seconds. The power light and cycle light should go off and
CR the damper shall operate.

CR F. Turn the timer to five (5) minutes. The damper should
CR de-energize.

CR G. Set oven tester POWER switch to OFF. End of Test.

CR H. Remove exhaust fan and prepare oven for shipment.

CR 5. Test equipment

CR A. Oven Controller Tester, Identified LAX 25019.

CR B. Test Set Up

CR NOTE: The following procedure is for testing the P/N 121275
CR Oven Controller using the LAX 25019 tester and is
CR applicable to LAX only.

CR (1) Connect oven controller to LAX 25019 tester connector.

RESISTANCE (OHMS)	TEMP. (DEGREES F)	RESISTANCE (OHMS)	TEMP. (°F)
1552	90	2438	310
1592	100	2479	320
1633	110	2519	330
1673	120	2559	340
1713	130	2600	350
1754	140	2640	360
1794	150	2680	370
1834	160	2720	380
1875	170	2761	390
1915	180	2801	400
1955	190	2841	410
1995	200	2882	420
2036	210	2922	430
2076	220	2962	440
2116	230	3002	450
2157	240	3043	460
2197	250	3083	470
2237	260	3123	480
2277	270	3163	490
2318	280	3204	500
2358	290		
2398	300		

NOTE

A 10° CHANGE IS APPROXIMATELY EQUAL TO A CHANGE IN RESISTANCE OF 40 OHMS

731-0000-25-3641

CR
CR

Oven Thermistor Conversion Chart
Figure 7U1

R EFFECTIVITY: ALL
R
001B

CR (2) Connect power cord to 115V - 400 cycle power
CR receptacle.

CR C. Operational Test

CR (1) Turn on master power switch.

CR (2) Select 250° with temperature simulator test switch.

CR (3) Turn on oven timer. Observe the K8 relay powr light
CR illuminates.

CR (4) Slowly advance the temp select knob on oven. At 250°
CR selected ±25° the green oven rack lights should
CR illuminate.

CR (5) Set oven timer to 10 minute time. Reset (timer light
CR should be on) and then start the electronic timer
CR (light goes out).

CR (6) After approximately 4 minutes, observe that the timer
CR "on" light has illuminated and that the mechanical
CR timer on the controller has advanced from 10 to 6
CR minutes.

CR (7) Momentarily depress the overheat switch and observe
CR that 3 green rack indicator lights extinguish. The
CR damper solenoid light should illuminate and K8 light
CR remains on.

CR (8) Advance the timer toward 0 time. As the timer counts
CR down to 0 time, the damper solenoid light should
CR illuminate and the sonalert should sound for
CR approximately 8 seconds.

CR (9) Turn off the master switch and disconnect oven
CR controller from tester.

REFRIGERATOR - REMOVAL AND INSTALLATION

1. General

The refrigerators are located in the galley. The removal and
R installation procedure is identical for each (Ref. Fig. 401)
R except for the unit installed adjacent to the forward partition.

R NOTE: The refrigerator weighs approximately 70 pounds.

2. Removal/Installation

A. Removal

R NOTE: For removal of refrigerator installed adjacent to
R galley forward wall, remove P.A. speaker (Ref.
R 23-31-04).

(1) On galley left circuit breaker panel, zone 130, open and tag applicable GALLEY AC BUS REFRIGERATOR circuit breaker and circuit breaker GALLEY DC BUS - REFR OVHT CONT.

(2) Remove attachment screws from retainer assembly on each side of refrigerator to be removed.

(3) Remove access plate from upper right corner on front of refrigerator.

(4) Pull down on swinging bracket and disconnect aircraft electrical connector from refrigerator.

(5) Push aircraft electrical connector out of access hole on right side.

(6) Gradually slide refrigerator out from rack completely, and at the same time manually support entire weight of the refrigerator.

(7) Remove refrigerator from aircraft.

B. Installation

(1) Verify that circuit breakers opened in Step 3A(1) are open and tagged.

(2) Position refrigerator in rack and push in far enough to attach aircraft electrical connector to refrigerator.

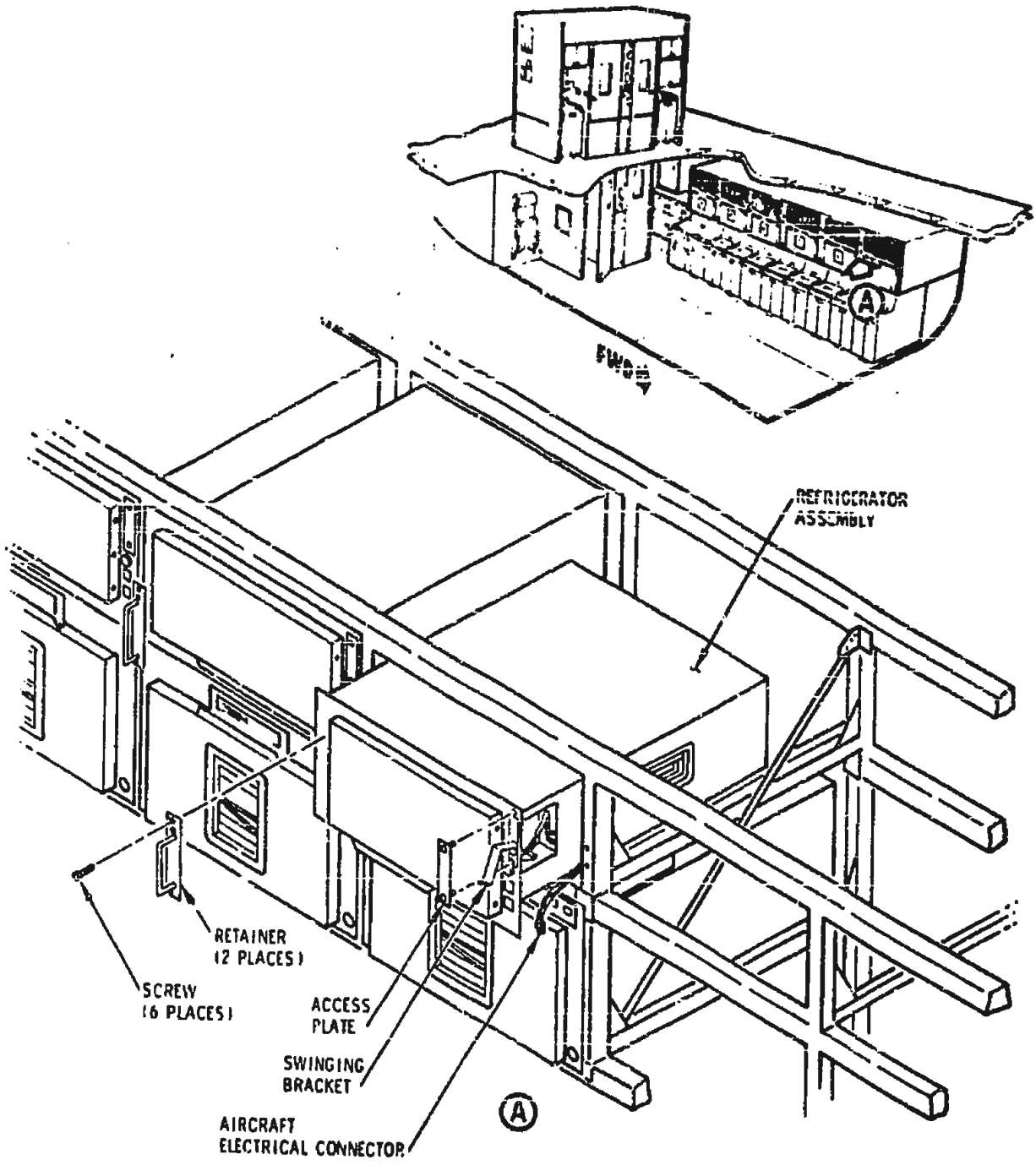
(3) Attach electrical connector.

Install access plate on upper right corner on front of refrigerator.

(5) Install retainer assembly on each side of refrigerator with attachment screws.

(6) Remove tag and close circuit breakers opened in Step 2A(1).

NOTE: For refrigerator installed adjacent to galley forward wall, install P.A. speaker (Ref. 23-31-04).



Refrigerator - Removal and Installation
Figure 401

R

R EFFECTIVITY: ALL

R

011B

COLD STORAGE UNIT - REMOVAL AND INSTALLATION

1. General

The cold storage units are located in the galley. The removal and installation procedure is identical for each (Ref. Fig. 401).

CR CR NOTE: The two cold storage modules have been deactivated by TWA M.O. 70Y90.

2. Removal/Installation

WARNING: THE COLD STORAGE UNIT WEIGHTS APPROXIMATELY 85 POUNDS.

A. Removal

(1) On galley left circuit breaker panel, zone 130, open and tag applicable GALLEY AC BUS 3 - STORAGE COLD UNIT circuit breaker.

(2) Carefully remove outboard trim panel from aft side of galley service center entrance as follows:

(a) Remove 6-inch wide curved Velcro strip exposing panel metal holders (panel is held in place by Velcro strips at top and at straight sides).

CAUTION: PRYING PANEL FROM CURVED SIDE MAY DAMAGE PANEL.

(b) Carefully pull panel from Velcro at straight side.

(3) Disconnect aircraft electrical connector from cold storage unit.

(4) Remove trim panel between cold storage unit and galley floor.

(5) Remove cold storage unit-to-bracket attachment bolts.

(6) Carefully slide unit out from support rail while manually supporting the cold storage unit.

(7) Remove cold storage unit.

B. Installation

(1) Verify that circuit breaker opened in Step 2A(1) is open and tagged.

(2) Position cold storage unit and carefully engage installation hanger into the support rail located above the unit.

(3) Gradually slide unit into the support rail while manually supporting the cold storage unit.

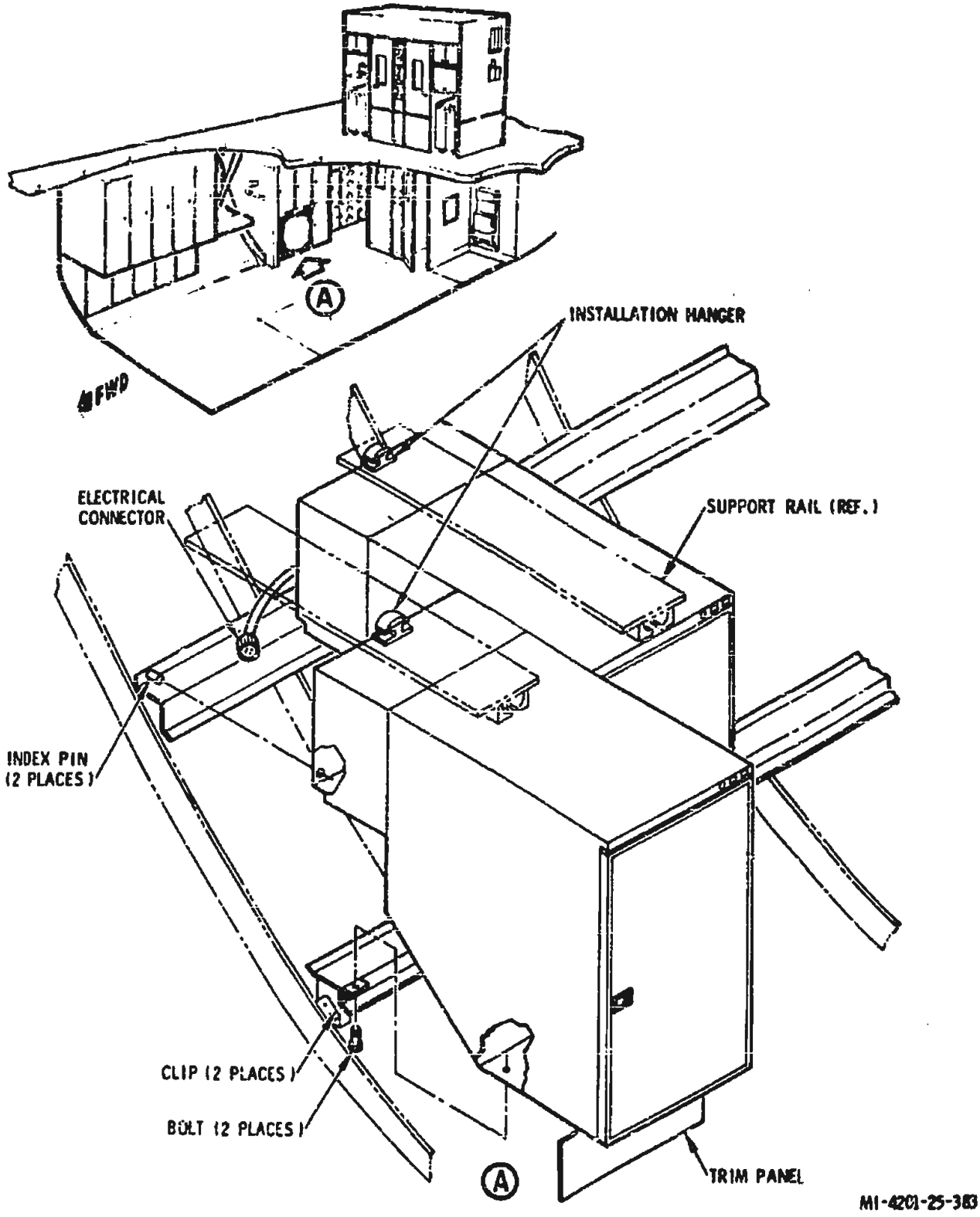
(4) Install cold storage unit-to-bracket attachment bolts.

(5) Install aircraft electrical connector to cold storage unit.

(6) Install trim panel between cold storage unit and galley floor.

(7) Install outboard trim panel to aft side of galley service center entrance.

(8) Remove tag and close circuit breaker opened in Step 2A(1).



R
R Cold Storage Unit - Removal and Installation
Figure 401

RETRACTABLE CART-RESTRAINT ASSEMBLY - REMOVAL AND INSTALLATION

1. General

The retractable cart-restraint assemblies are located in the passenger compartment and underfloor galley. The removal and installation procedure is similar for each location (Ref. Fig. 401, 402, and 403).

NOTE: This procedure complies with SB25-331.

2. Equipment and Materials

R PR 5601K (LCM 40-1218 Type II) Sealing Compound or equivalant

RTV 157 (LCM 30-2085 Type I) Adhesive or equivalent

PR 1431-GT Type I (LCM 40-2121 Class B-12) Sealant or equivalent

101KE (LCM 32-1087) Cleaning Solvent

R Gasket 1561013-101

3. Removal/Installation

A. Removal

(1) Remove cover and retain hardware.

(2) Remove and retain restraint-to-floor attachment screws.

(3) Remove retractable restraint assembly.

(4) Remove gaskets and retain spacer (if installed) from floor member.

B. Installation

(1) Clean faying surfaces with 101KE (LCM 32-1087) cleaning solvent.

(2) Dry faying surfaces before solvent evaporates.

R (3) For passenger compartment installations,
R apply sealing compound (LCM 40-1218 Type II or equivalent) to faying surfaces.

(3) For underfloor galley installations, apply RTV 157 Adhesive (or equivalent) to faying surfaces.

R (4) Install spacer and gaskets (as required) on floor receptacle.

(5) Insert cart restraint into receptacle.

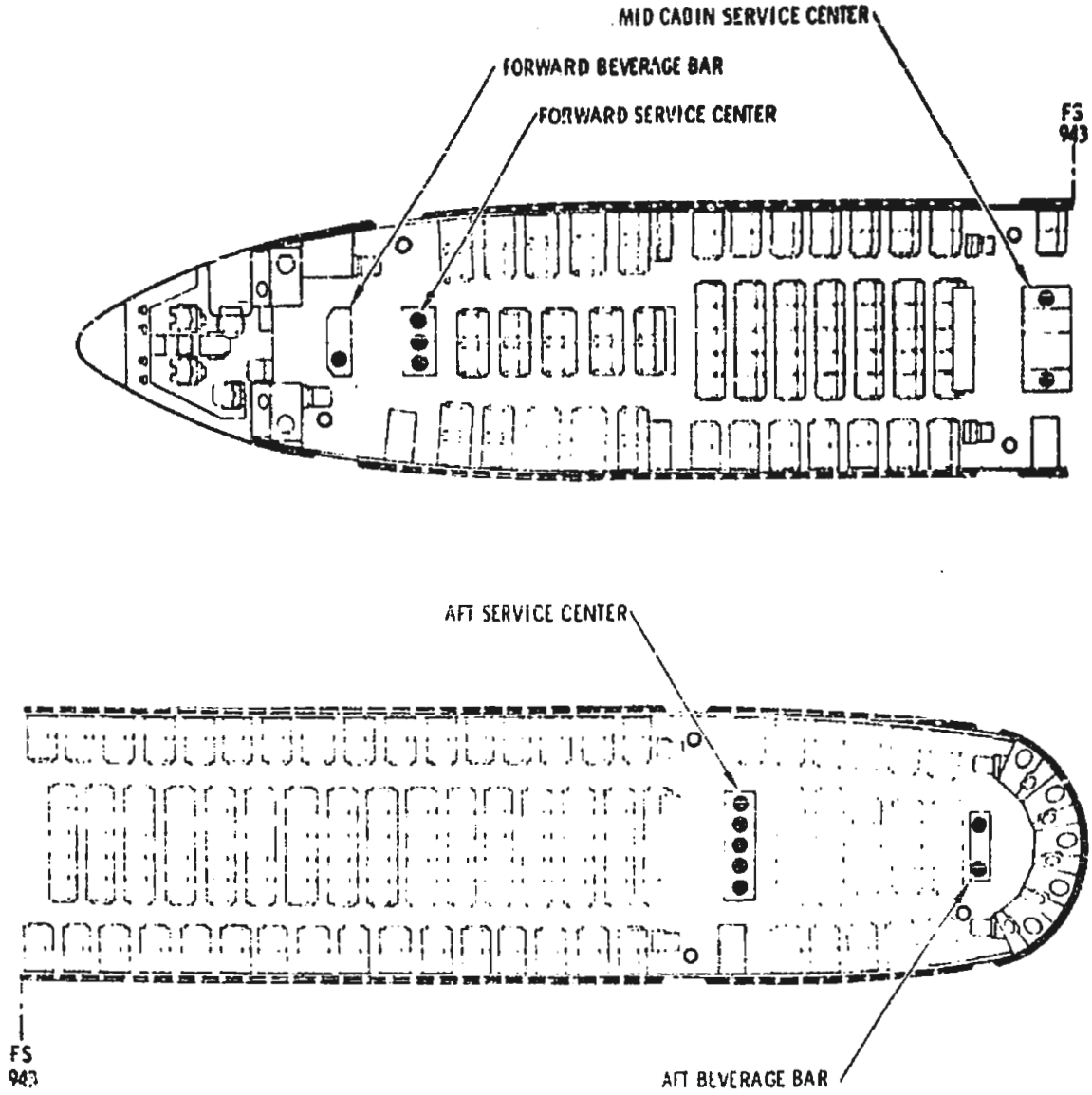
(6) For passenger compartment installations, install restraint to floor attachment screws.

R (6) For underfloor galley installations, wet install restraint to floor attachment screws with PR1431 GT type 1 (or equivalent).

(7) Install cover assembly.

(8) Check cart restraint for proper operation.

NOTE: Verify cover assembly is flush with floor to ensure cart engagement.



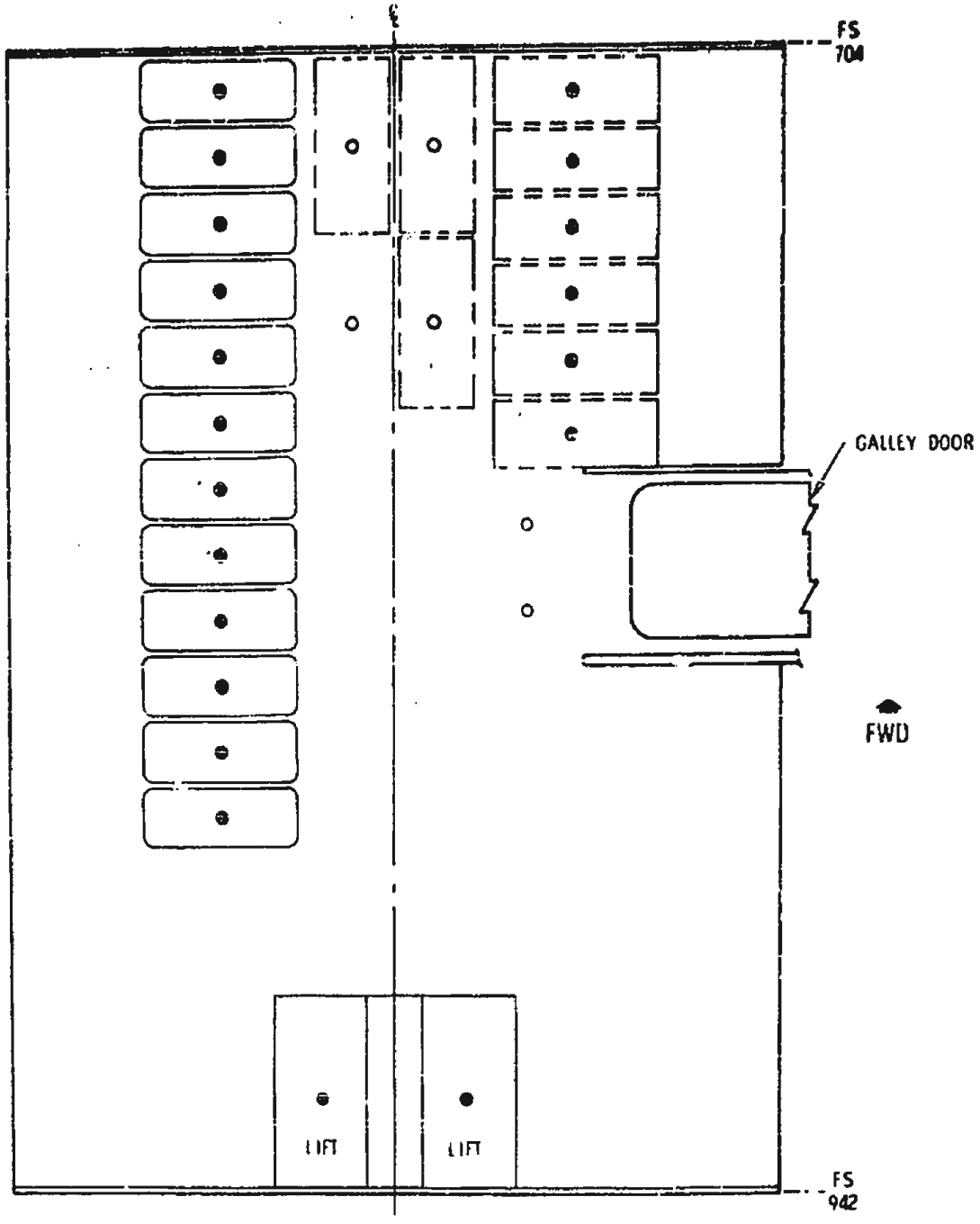
CODE

○ RETRACTABLE CART RESTRAINTS
● FIXED CART RESTRAINTS

M1-0002-25-2531

CR Passenger Compartment Food and Beverage Cart Restraint Locations
CR Figure 401

EFFECTIVITY: ALL

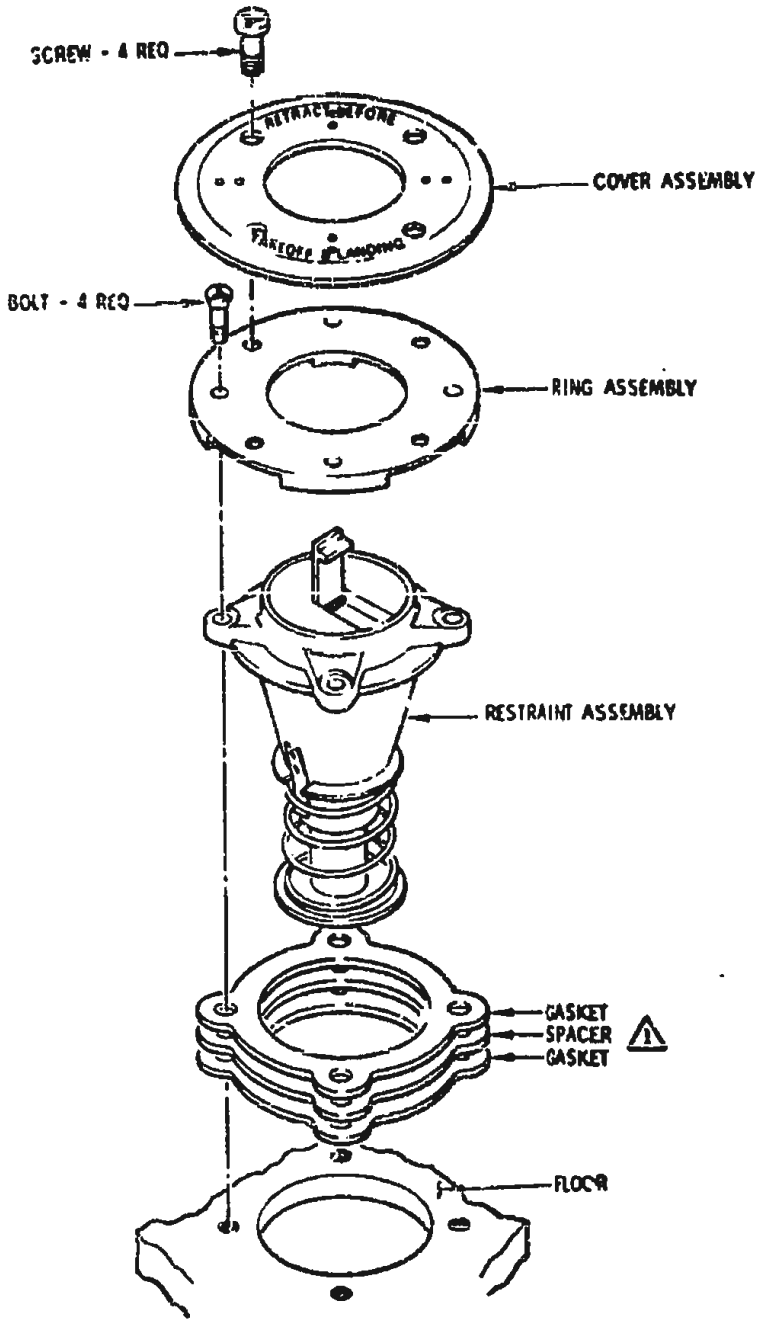


CODE
○ RETRACTABLE CART RESTRAINTS
● FIXED CART RESTRAINTS

M1-0000-25-2857

CR Galley Compartment Food and Beverage Cart Restraint Locations
CR Figure 402

EFFECTIVITY: ALL

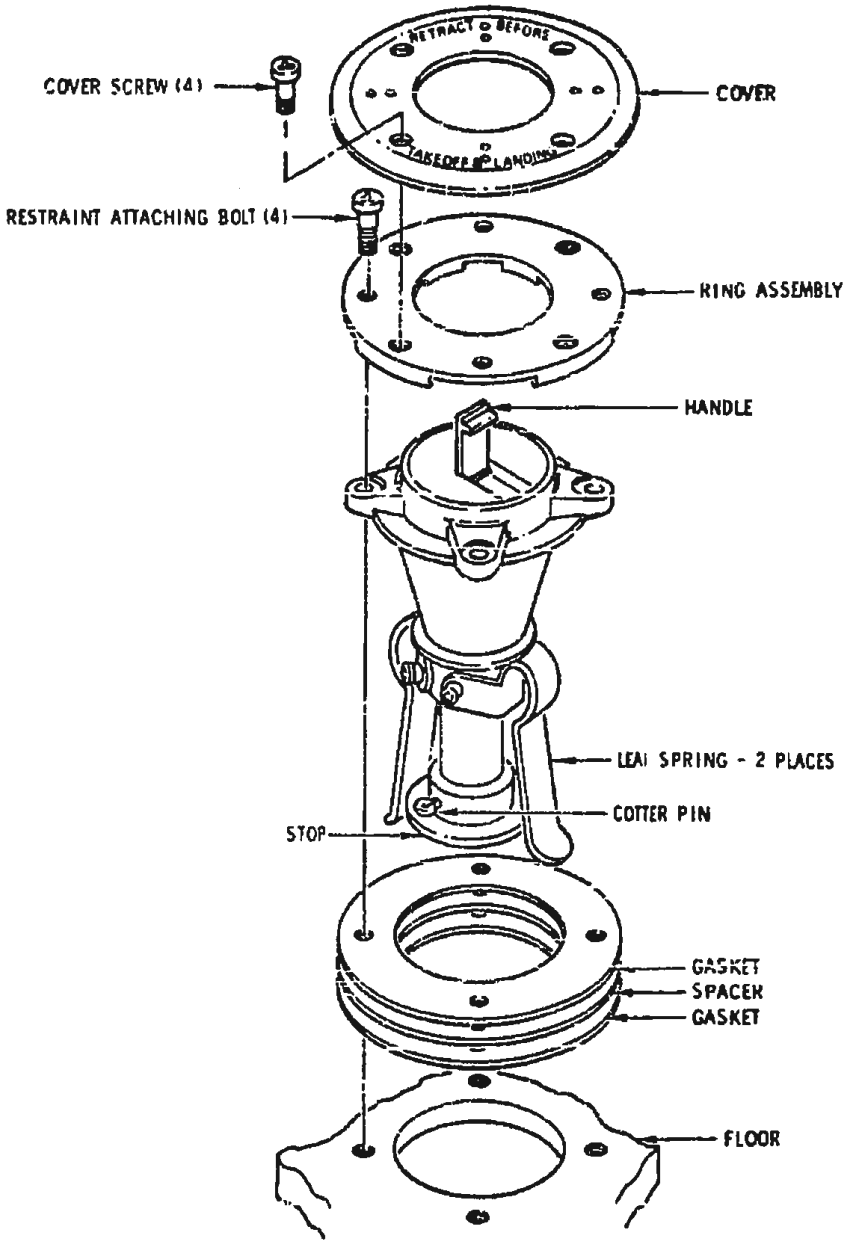


⚠1 SPACER IS NOT USED ON ALL INSTALLATIONS

MI-0000-25-270

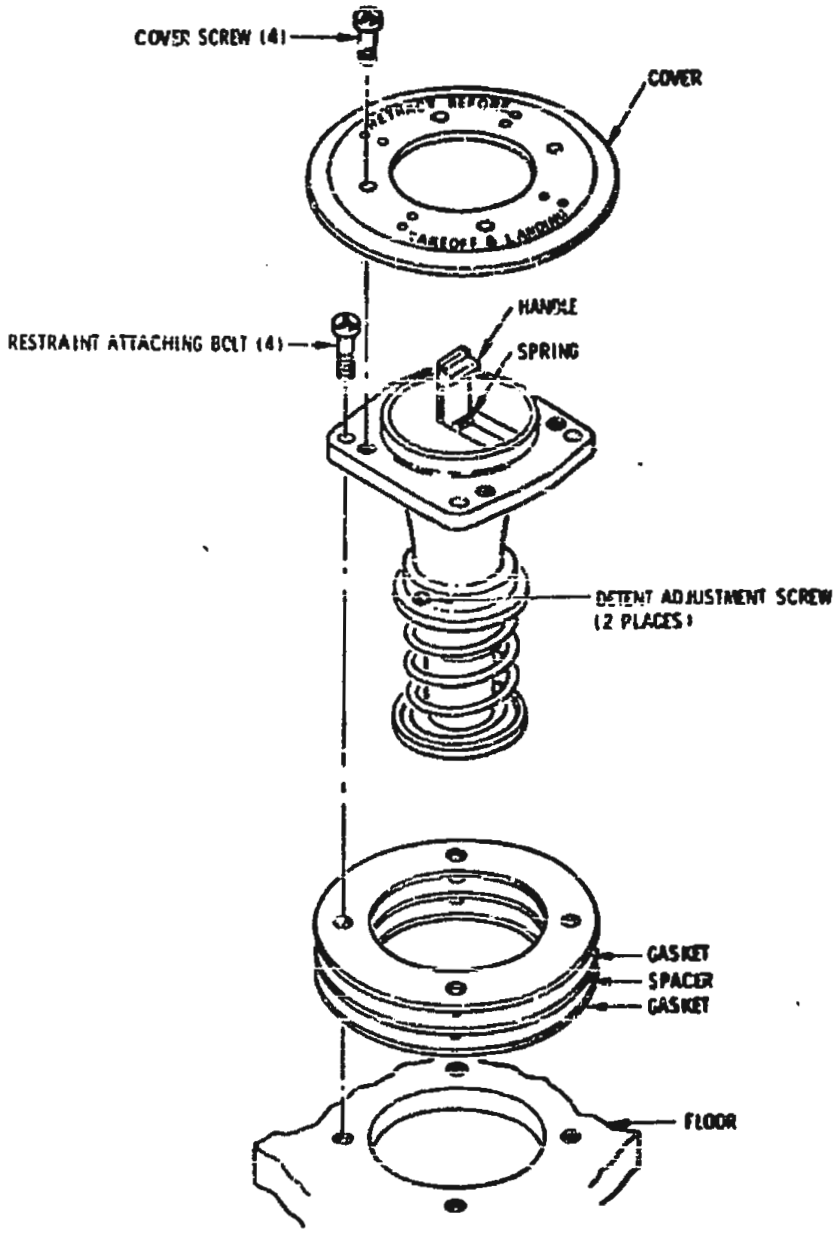
R Retractable Cart Restraint Assembly - Removal and Installation
R Figure 403

EFFECTIVITY: 001-014 WITHOUT SB25-180



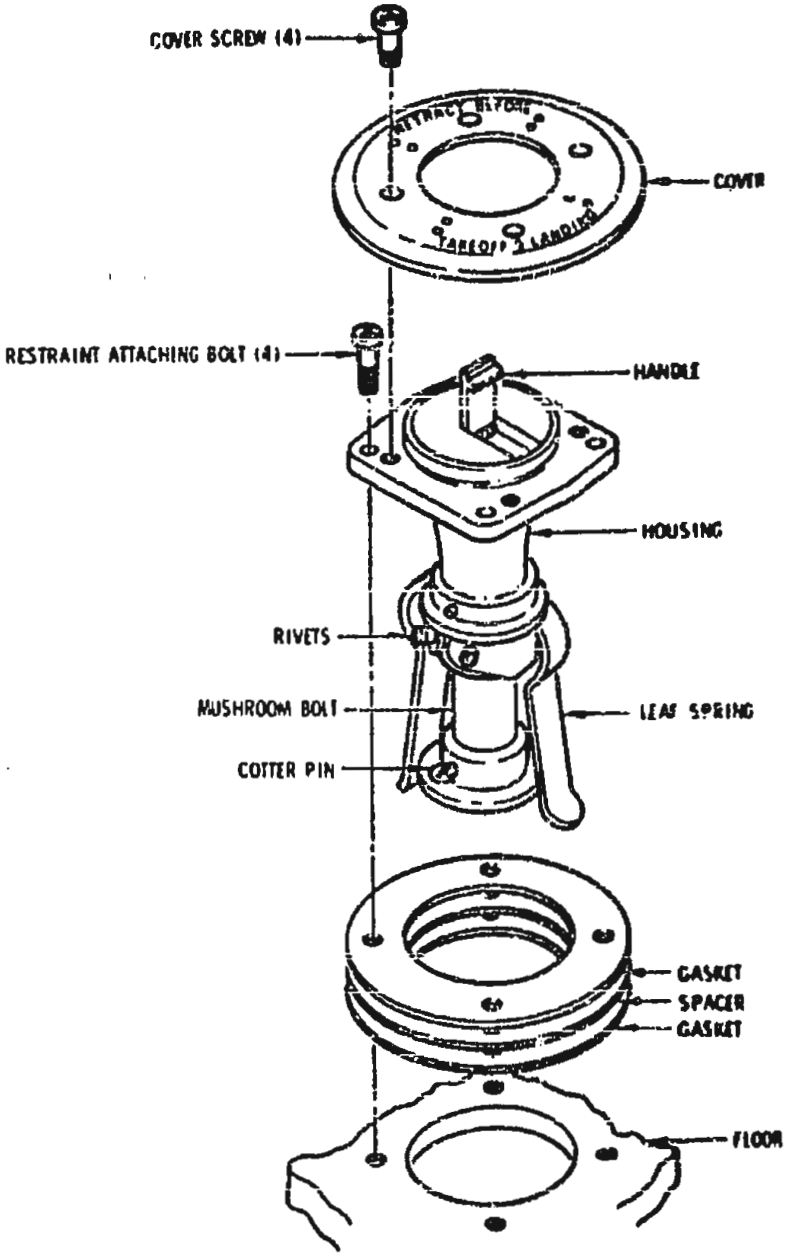
MI-0000-25-1167

Retractable Cart Restraint Assembly - Removal and Installation
Figure 403



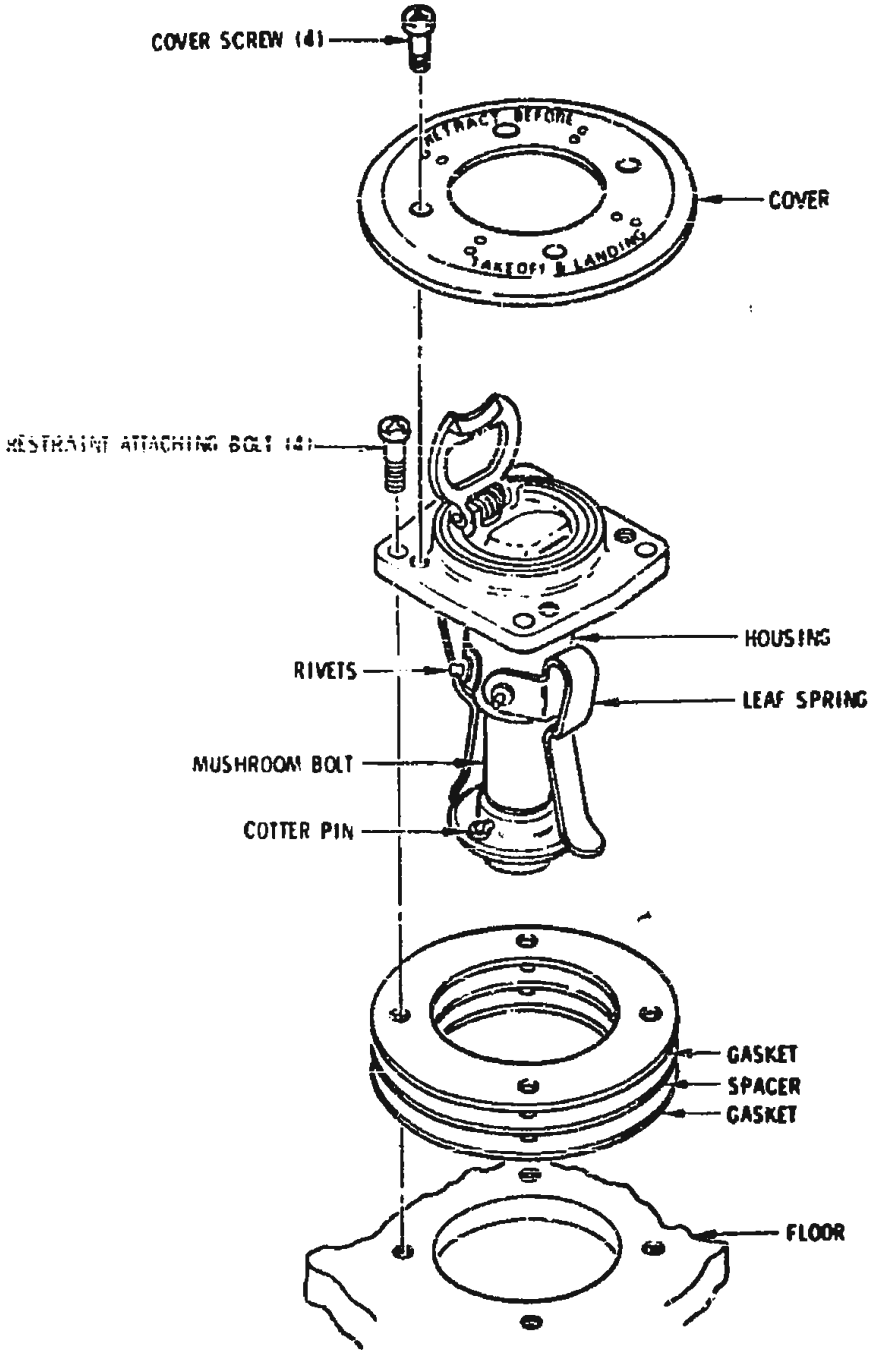
A41-0000-25-1176

Retractable Cart Restraint Assembly - Removal and Installation
Figure 403



M1-0100-25-1177

Retractable Cart Restraint Assembly - Removal and Installation
Figure 403



M1-9500-25-1381

R R Retractable Cart Restraint Assembly - Removal and Installation
Figure 403

R R 001B EFFECTIVITY: 024-999

RETRACTABLE CART RESTRAINT ASSEMBLY - ADJUSTMENT AND TEST

1. General

The retractable cart restraint assemblies are located in the passenger compartment and galley. The restraint assembly consists mainly of three parts: the housing, mushroom bolt, and the leaf spring. The stop at the lower end of the bolt engages the detent of the leaf spring when it is in up position. The mushroom bolt up-travel can be set by screwing the stop and securing with a cotter pin. The two leaf springs which provide a holding force for the bolt can be adjusted by bending the spring radius outward or inward as required (Ref. Fig. 501).

2. Equipment and Materials

R Pliers (duckbill)

Push scale, 0-60 lbs capacity

Cotter pin

3. Referenced Procedure

25-31-10 Retractable Cart Restraint Assembly - Removal and Installation

4. Adjustment/Test

A. Adjustment

(1) Raise mushroom bolt.

(2) Test spring operation by measuring downward pressure required to stow bolt. Acceptable pressure range is 25 to 60 pounds. If not within limits, adjust spring as follows:

(a) Remove cart restraint assembly (Ref. 25-31-10).

(b) Bend leaf spring upper radius (outward to decrease pressure, inward to increase pressure).

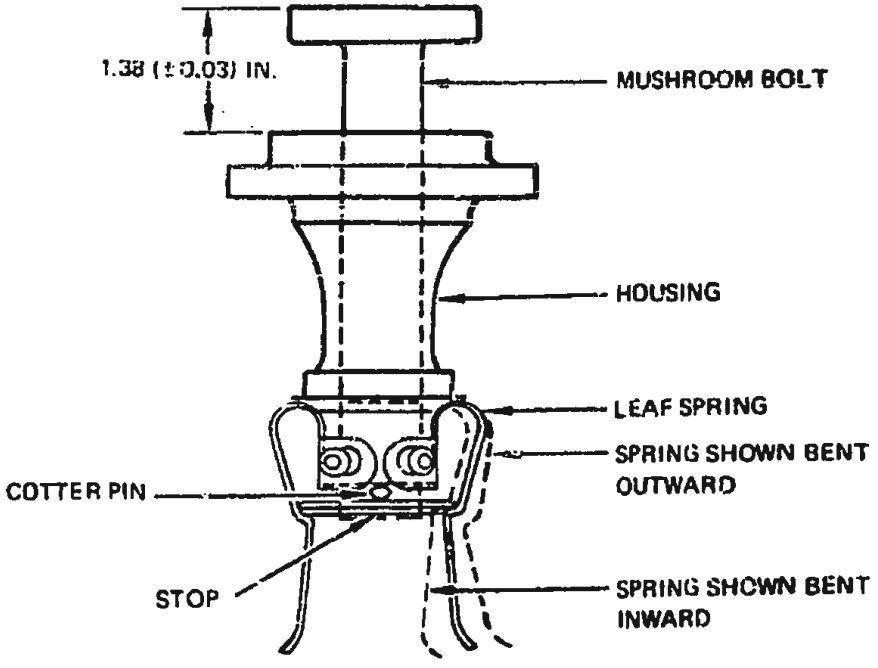
NOTE: To bend spring inward, remove bolt from housing by removing cotter pin and stop.

(3) Measure mushroom bolt extension; top of bolt head should be 1.38 (±0.03) inches above housing. If not within limits, adjust by rotating threaded stop; install cotter pin.

CR CR CR CR NOTE: Fixed installation fittings may be adjusted to maintain 1.38 (±0.12) inch dimension by the use of shims fabricated from 0.06 phenolic (TWA Stk. Nbr. 52-0039).

(4) Re-install cart restraint (Ref. 25-31-10).

C C C (5) If hinged corners of lift ring contact housing and create shaft binding problem during extention, relieve corners of hinge until interference is eliminated.



M1-1100-25-1459

R Retractable Cart Restraint Assembly - Adjustment and Test
R Figure 501

R EFFECTIVITY: 001-006, 009-015, 017-999
R
001B

CABINET LATCH - REMOVAL AND INSTALLATION

1. General

The latches are located on the storage compartment doors and the galley specialists tables, zone 131 (Ref. Fig. 401).

2. Removal/Installation

A. Removal

(1) Remove table-to-latch attachment screws.

(2) Remove attachment plate.

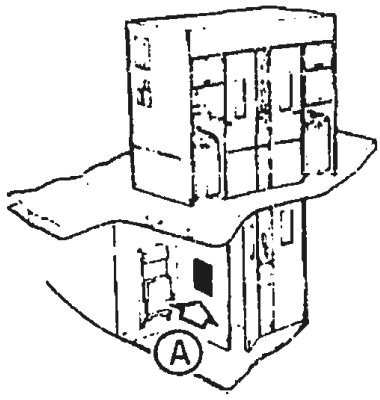
(3) Remove latch.

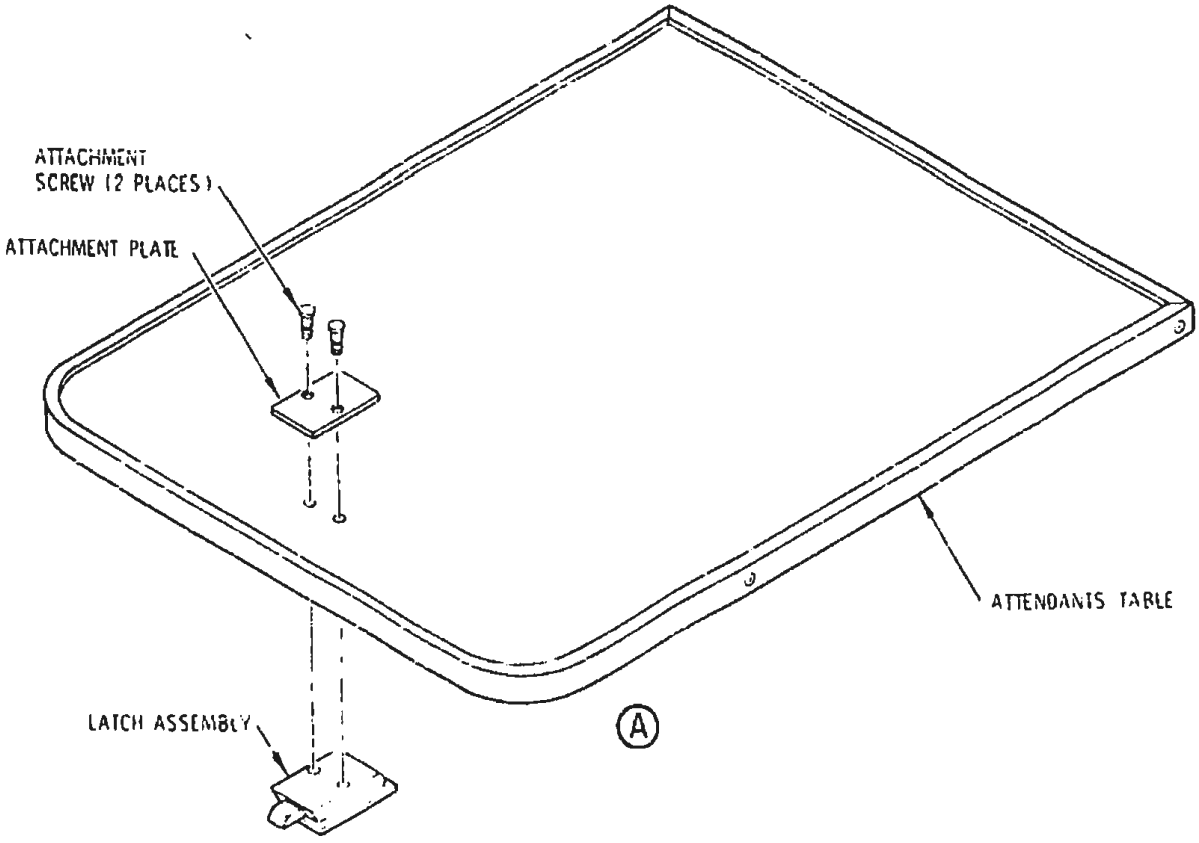
B. Installation

(1) Install latch in table.

(2) Install attachment plate.

(3) Install table-to-latch attachment screws.





HH 8413
MH-0101 25-298

R
R

Cabinet Latch - Removal and Installation
Figure 401

FIXED CART RESTRAINT ASSEMBLY - REMOVAL AND INSTALLATION

1. General

R The fixed cart restraint assemblies are located in the passenger
R compartment, underfloor galley, and galley lifts. The removal
R and installation procedure is similar for each location (Ref.
R Fig. 401, 402, and 403).

R NOTE: This procedure complies with SB25-331.

2. Equipment and Materials

R RTV157 (LCM 30-2085 Type I) Adhesive or equivalent

R PR1431-GT Type I (LCM 40-2121 Class B-12) Sealant or equivalent

R 101KE (LCM 32-1087) Cleaning Solvent

3. Removal/Installation

A. Removal

(1) Unscrew fixed cart restraint from its adapter and remove.

R (2) On underfloor galley installations, remove spacer.

B. Installation

R (1) For passenger compartment installations,
R screw cart restraint into adapter.

R (1) For underfloor galley installations, perform the following steps:

R (a) Clean faying surfaces with 101KE solvent.

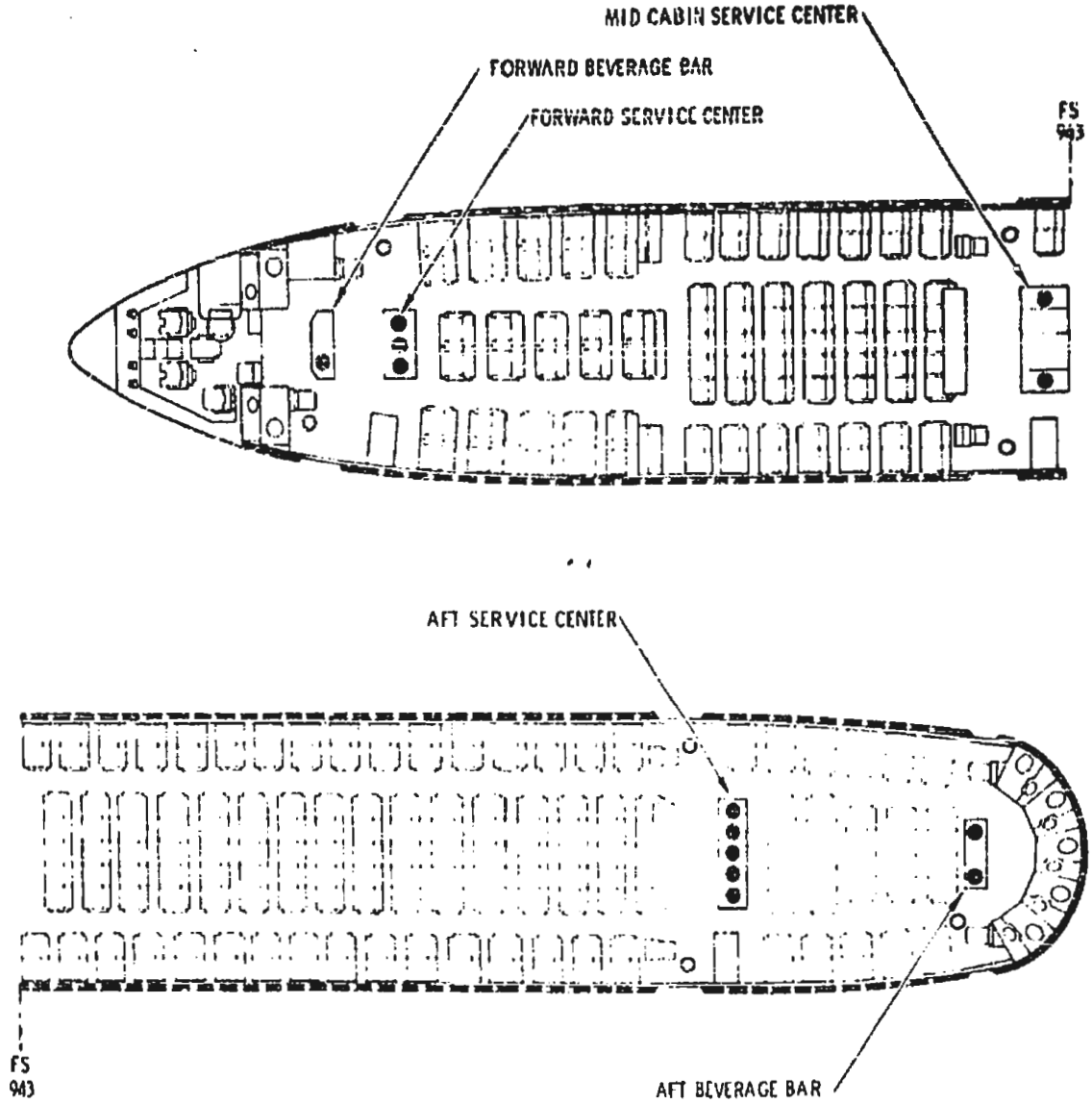
R (b) Dry faying surfaces before solvent evaporates.

R (c) Apply RTV157 adhesive (or equivalent) to faying
R surfaces.

R (d) Wet install cart restraint to adapter with
R PR1431-GT, Type I sealant or equivalent.

R (e) Screw the fixed cart restraint assembly into
R adapter.

R (2) Torque cart restraint to 240-340 inch pounds.



CODE

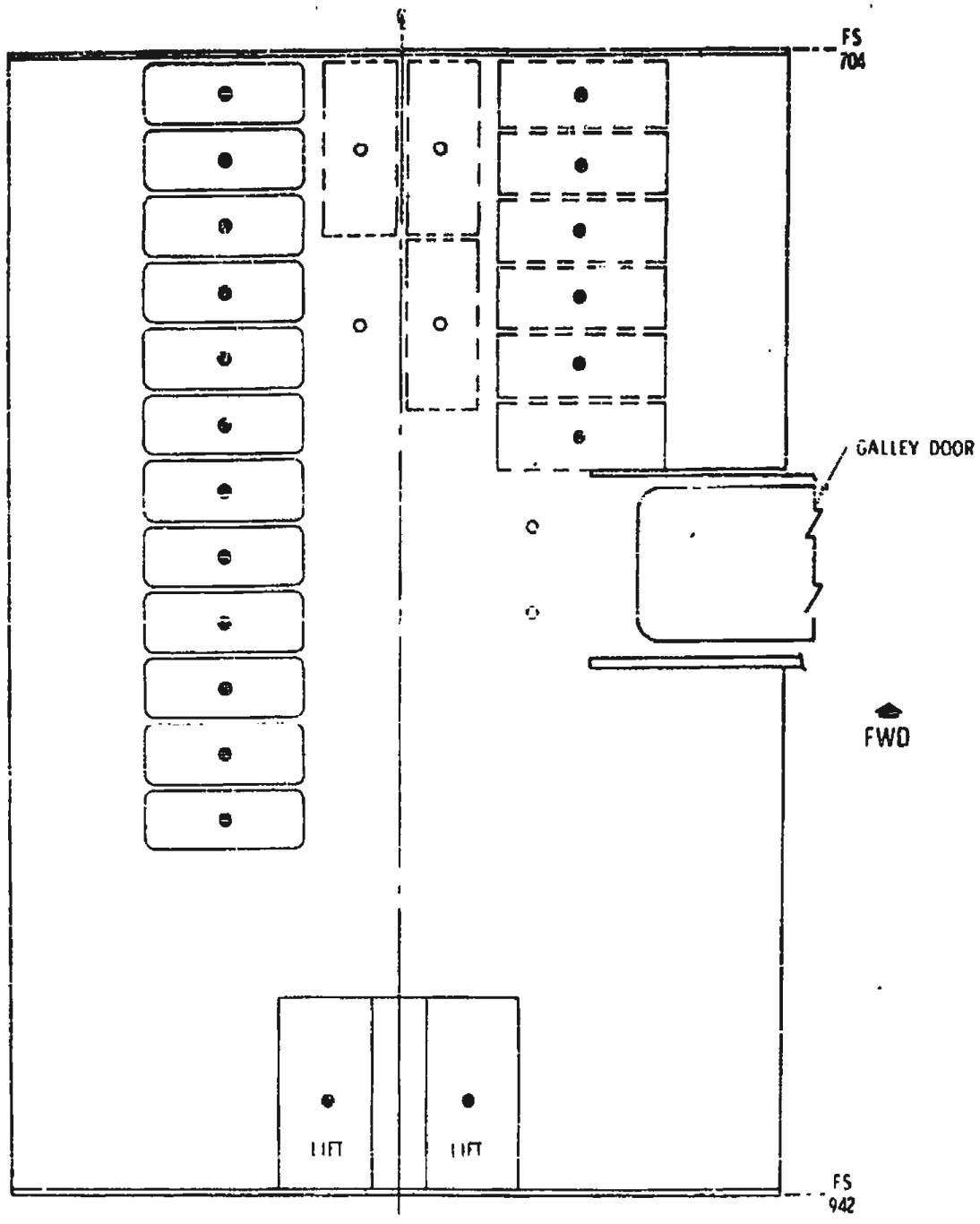
O RETRACTABLE CART RESTRAINTS
● FIXED CART RESTRAINTS

M1-0002-25-2531

CR Passenger Compartment Food and Beverage Cart Restraint Locations
CR Figure 401

EFFECTIVITY: ALL

001B



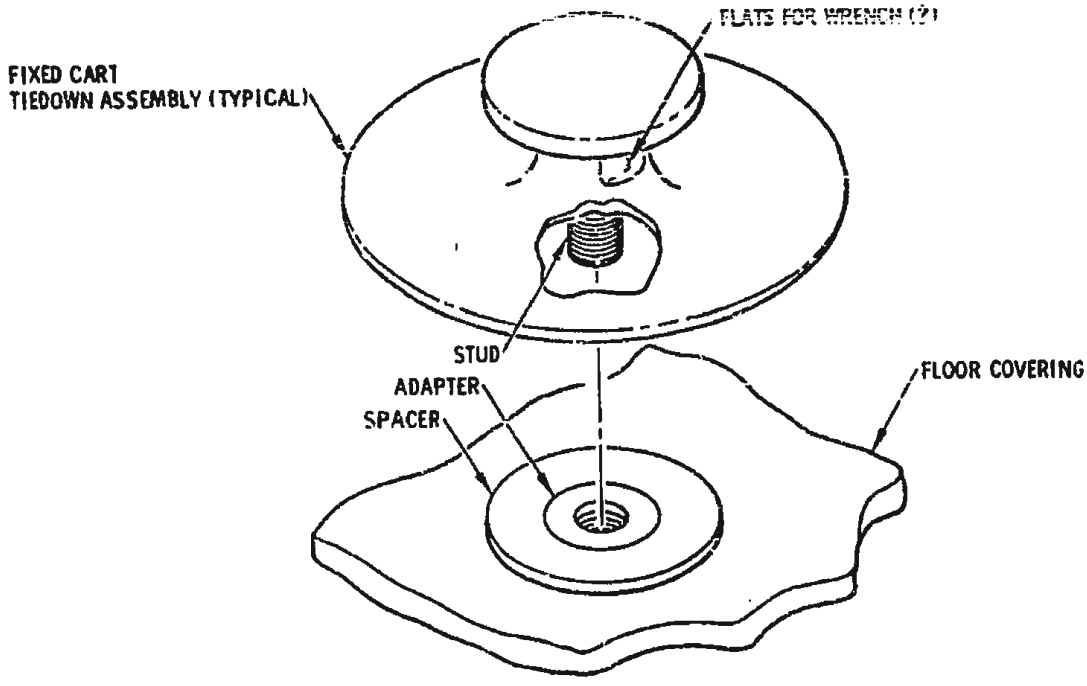
CODE
○ RETRACTABLE CART RESTRAINTS
● FIXED CART RESTRAINTS

MI-0000-25-2857

CR Galley Compartment Food and Beverage Cart Restraint Locations
CR Figure 402

EFFECTIVITY: ALL

0018



MI-0000-25-5011

CR Fixed Cart Restraint Assembly - Removal and Installation
CR Figure 403

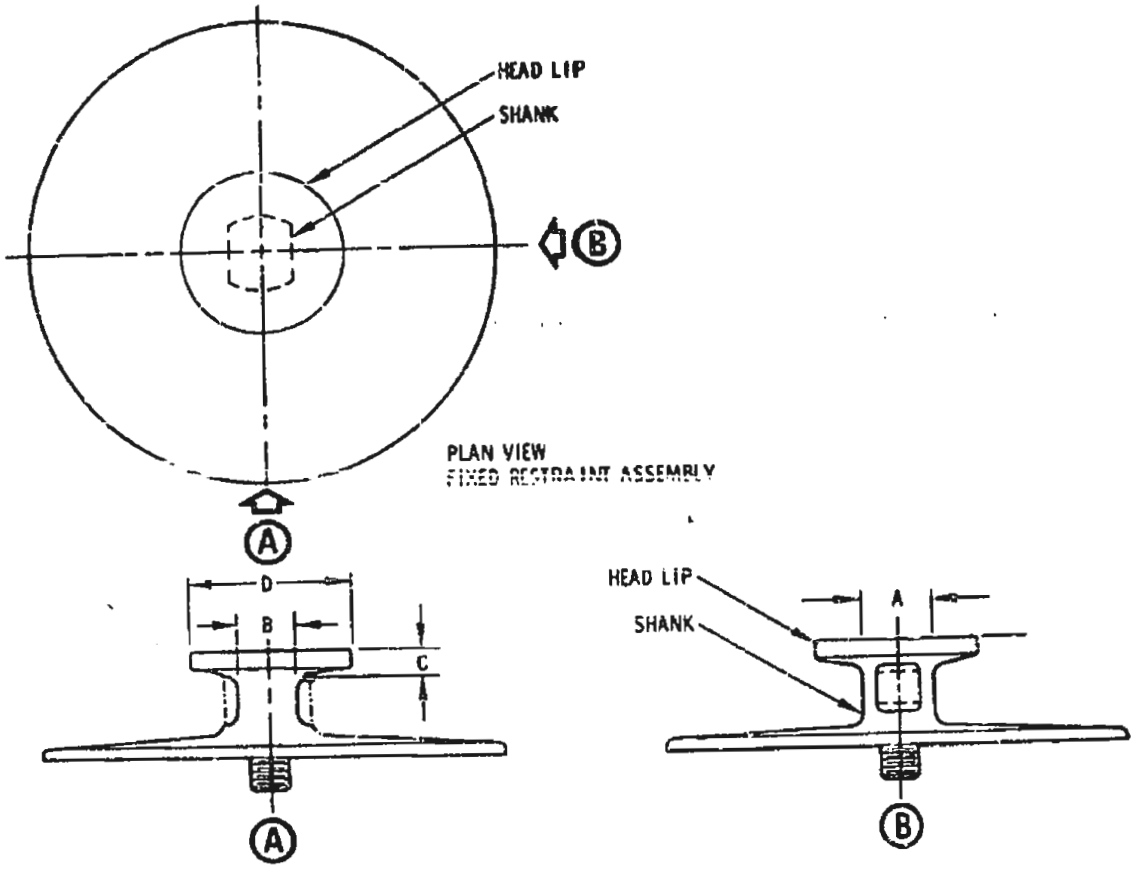
EFFECTIVITY: ALL

001B

R FIXED CART RESTRAINT ASSEMBLY - INSPECTION AND CHECK

R 1. General

R Figure 601 establishes the maximum in-service wear allowable on
R the shank and flange of the fixed restraint assembly.



ITEM	DESCRIPTION	MANUFACTURING LIMITS	MINIMUM DIM ⚠1	WEAR ALLOW
	SHANK			
A	DIAMETER	0.91(±0.03)	0.79	0.12
B	ACROSS FLATS	0.800(±0.010)	0.72	0.08
	HEAD LIP			
C	THICKNESS AT SHANK RADIUS	0.250(±0.010)	0.22	0.03
D	DIAMETER	2.125(±0.010)	1.88	0.24

NOTE

⚠1 THESE MINIMUM DIMENSIONS ARE ALLOWED ONLY IF THE OTHER DIMENSION OF A CROSS SECTION HAS 0% LOSS. THE TOTAL % LOSS ON ASSEMBLY FOR IT'S TWO DIMENSIONS MUST NOT EXCEED 100%. EXAMPLE: 50% DIAMETER PLUS 50% THICKNESS TOTAL ALLOWANCE OR 60% A AND 40% B

⚠2 ALL DIMENSIONS ARE IN INCHES

MI-0100-25-1482

R Fixed Cart Restraint Assembly - Inspection and Check
R Figure 601

R EFFECTIVITY: ALL
R
016B

R GALLEY ATTENDANT TABLE ASSEMBLY - REMOVAL AND INSTALLATION

R 1. General

R The galley attendants table assemblies are located one on each
R side of the galley lift enclosure (Ref. Fig. 401).

R 2. Removal/Installation

R A. Removal

R (1) In the galley compartment, lower the attendants table
R to be removed.

R (2) Remove table to pan assembly attachment screws.

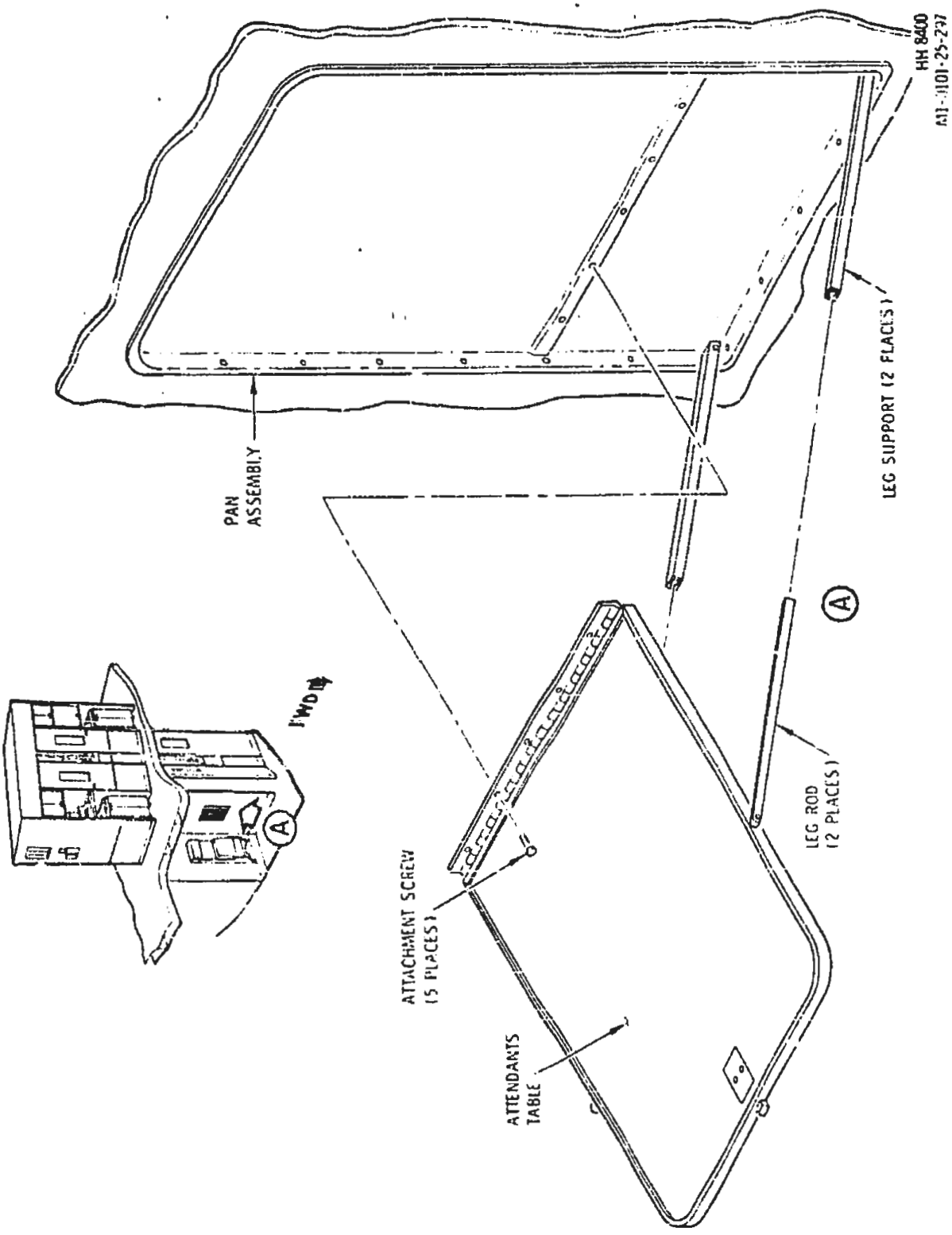
R (3) Pull up and outboard to disengage leg rods from leg
R supports.

R (4) Remove table assembly.

R B. Installation

R (1) Align and insert leg rods in leg supports.

R (2) Install table to pan assembly attachment screws.



R Galley Attendant Table - Removal and Installation
R Figure 401

OVEN GREASE FILTER - REMOVAL AND INSTALLATION

1. General

A cleanable all aluminum mesh grease filter is located at the rear of oven, between oven internal area and rear exhaust ducting assembly. The filter traps grease particles from oven exhaust air. Oven rack assemblies (quartz - three upper, tubular heater - one base) and internal area liner must be removed to gain access to grease filter.

2. Removal/Installation

A. Removal

R (1) On galley right circuit breaker panel, zone 131, open and tag applicable circuit breaker.

R (2) Unlatch and lower oven door to near horizontal position, and continue to hold door.

(3) Raise oven door support arms upward to release arms from detent stops.

R (4) Lower oven door to full down position (180 degrees from full closed position).

(5) Depress latch retaining springs at each edge of upper rack assembly.

(6) Lift rack upward to clear rack latch pin from retaining hole.

(7) Pull rack forward, disengaging rack electrical connector from receptacle.

(8) Slide rack assembly from liner.

R (9) Repeat Steps 2A(5) through 2A(8) for remaining three rack assemblies (two quartz, one tubular heater).

R (10) Lifting upward on oven liner, so liner doubler will clear front panel lip, slide liner forward.

(11) Continue sliding liner forward, along with oven door gasket assembly, and remove from oven.

NOTE: The liner may be moved slightly from side to side while pulling forward for easier removal

R from oven. This action will overcome seating of two shear pins on liner backside, and stiffeners welded to side panels of liner.

The oven grease filter is now accessible for removal.

CAUTION: USE CARE TO PREVENT DISTORTION OR BENDING OF FILTER DURING REMOVAL.

(12) Grasp grease filter handle and pull forward.

NOTE: A spring clip detent locks grease filter into place. Force must be exerted to overcome detent locking condition when removing filter.

B. Installation

CAUTION: USE CARE TO PREVENT DISTORTION OR BENDING OF FILTER DURING INSTALLATION.

(1) Install grease filter into rear of oven.

R NOTE: The grease filter must be installed with offset of handle toward outer (right) side of oven. Use only sufficient force to ensure proper seating of filter in detent.

(2) Slide oven liner, with door gasket assembly attached, into oven interior frame and conduit assembly. Lift liner upward as required to clear front panel lip.

(3) Install (push) base rack tubular heater into liner, by sliding rack assembly along supports of liner until fully seated into electrical receptacle at rear of liner.

(4) Press latch retaining springs until latch pins are secured into holes in end of supports.

R (5) Repeat Step 2B(3) and 2B(4) for three quartz rack assemblies.

(6) While raising oven door, guide door support arms into slots of oven front panel. Raise door past horizontal position to assure support arms are secure within slots.

R (7) Lower door to assure supports arms will stop door in horizontal position.

(8) Raise and latch (close) oven door.

(9) Remove tags and close circuit breakers opened in Step 2A(1).

OVEN GREASE FILTER - CLEANING

1. Equipment and Materials

   Pan or Bucket

   Mild Detergent

   Warm Water

   Brush - small paint brush or equivalent

2. Reference Procedure

   25-31-32 Oven Grease Filter - Removal and Installation

3. Cleaning

   A. Cleaning Procedure

      (1) Remove grease filter from oven (Ref. 25-31-32).

R R (2) Prepare solution of warm water and mild detergent in pan or bucket.

R (3) Immerse grease filter in solution, and soak. Using brush, clean each side of filter. Agitate filter in solution to clean central mesh area, not accessible to brush.

      (4) Dry filter thoroughly with clean, dry air.

      (5) Inspect grease filter for cracks in frame, broken mesh, and for general condition. Replace if unsatifsfactory conditions are found.

      (6) Install grease filter (Ref. 25-31-32).

OVEN AIR INLET SCREEN - REMOVAL AND INSTALLATION

1. General

The oven air inlet screen is located above the oven door. The removal and installation procedure is similar for each oven (Ref. Fig. 401).

2. Removal/Installation

A. Removal

(1) Remove screws attaching air inlet panel.

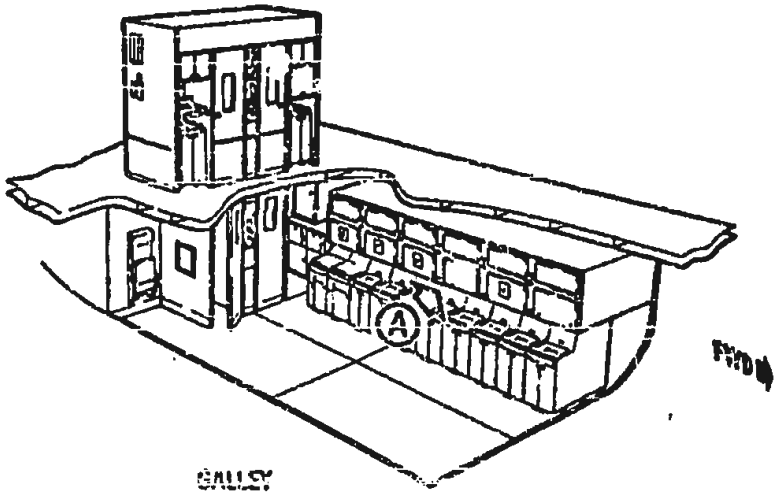
(2) Remove air inlet screen.

(3) Remove screen.

B. Installation

(1) Install screen.

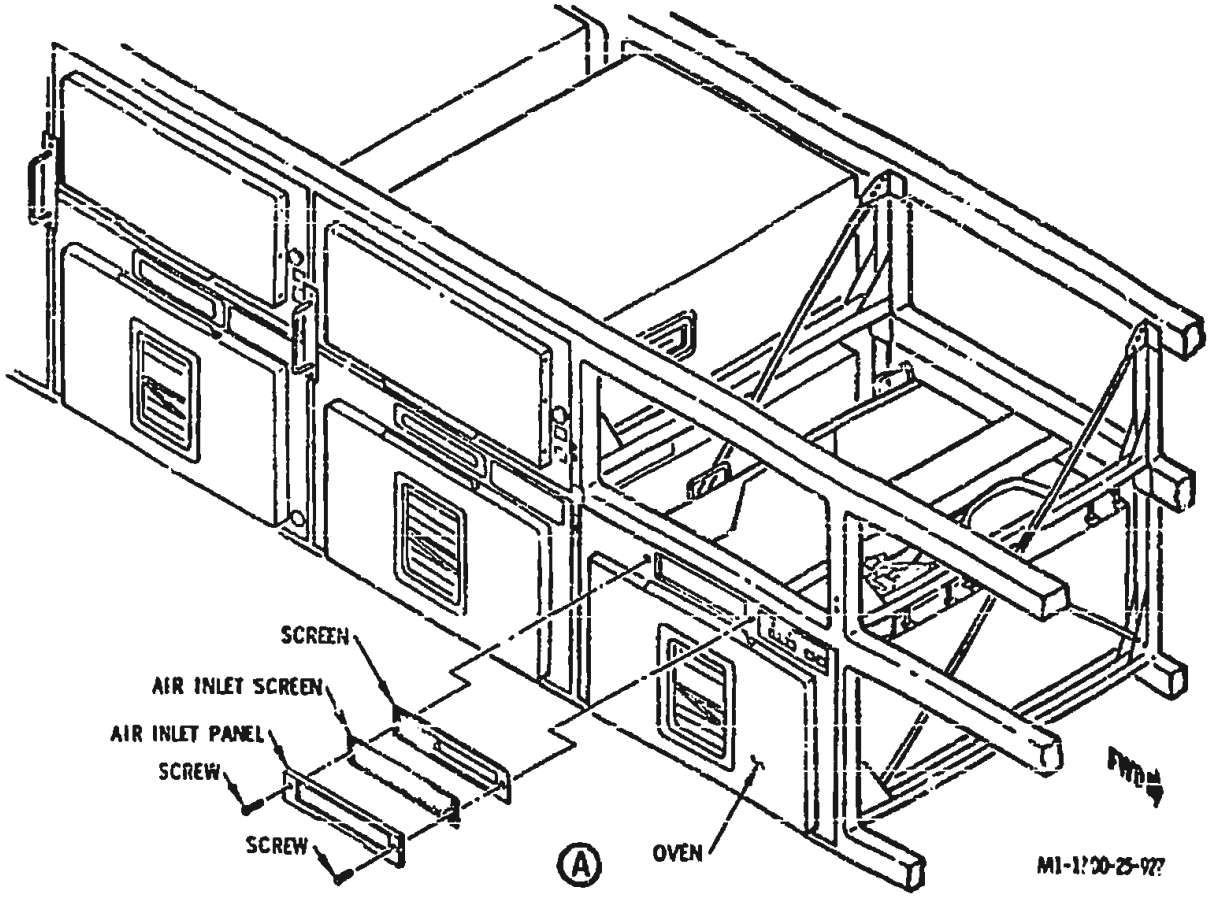
(2) Install air inlet panel.



GALLEY
(ZONE 130)

NOTE

AIR INLET SCREEN ASSEMBLY
IS TYPICAL FOR ALL OVENS
IN THE GALLEY AREA



R Oven Air Inlet Screen - Removal and Installation
R Figure 401

R EFFECTIVITY: ALL
R
011B

OVEN AIR INLET SCREEN - CLEANING AND PAINTING

1. Equipment and Materials

Cloth (lint-free) or sponge

Soap, ammonia or detergent

2. Referenced Procedure

25-31-37 Oven Air Inlet Screen - Removal and Installation

3. Cleaning/Painting

A. Cleaning

(1) Remove oven air inlet screen (Ref. 25-31-37).

R (2) Immerse and wash screen and other metal parts in solution of warm water and soap, ammonia or mild detergent.

(3) Shake screens in solution to loosen dirt, lint and other foreign material.

(4) Spray rinse screen using tap water.

R (5) Dry parts thoroughly by purging with clean dry air, or with clean (lint-free) cloth.

R R (6) Rub parts in direction of polish lines for maximum effectiveness and to aviod marring surface.

REFRIGERATOR AIR FILTER - REMOVAL AND INSTALLATION

1. General

The refrigerator air filter is installed in the rear of the unit (outboard). The removal and installation procedure for the air filter is identical for each unit (Ref. Fig. 401).

2. Referenced Procedure

25-31-06 Refrigerator - Removal and Installation

3. Removal/Installation

A. Removal

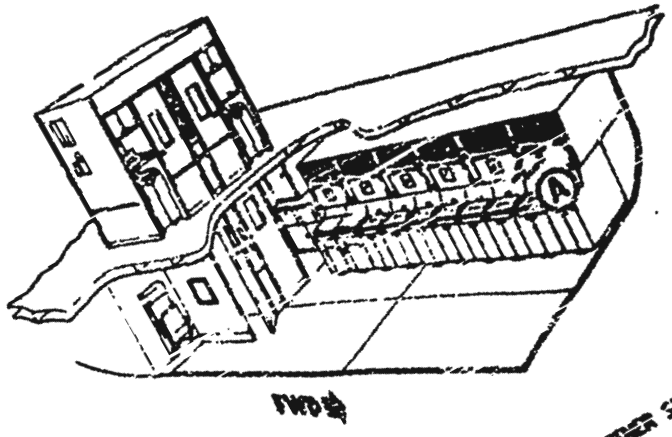
(1) Remove refrigerator unit (Ref. 25-31-06).

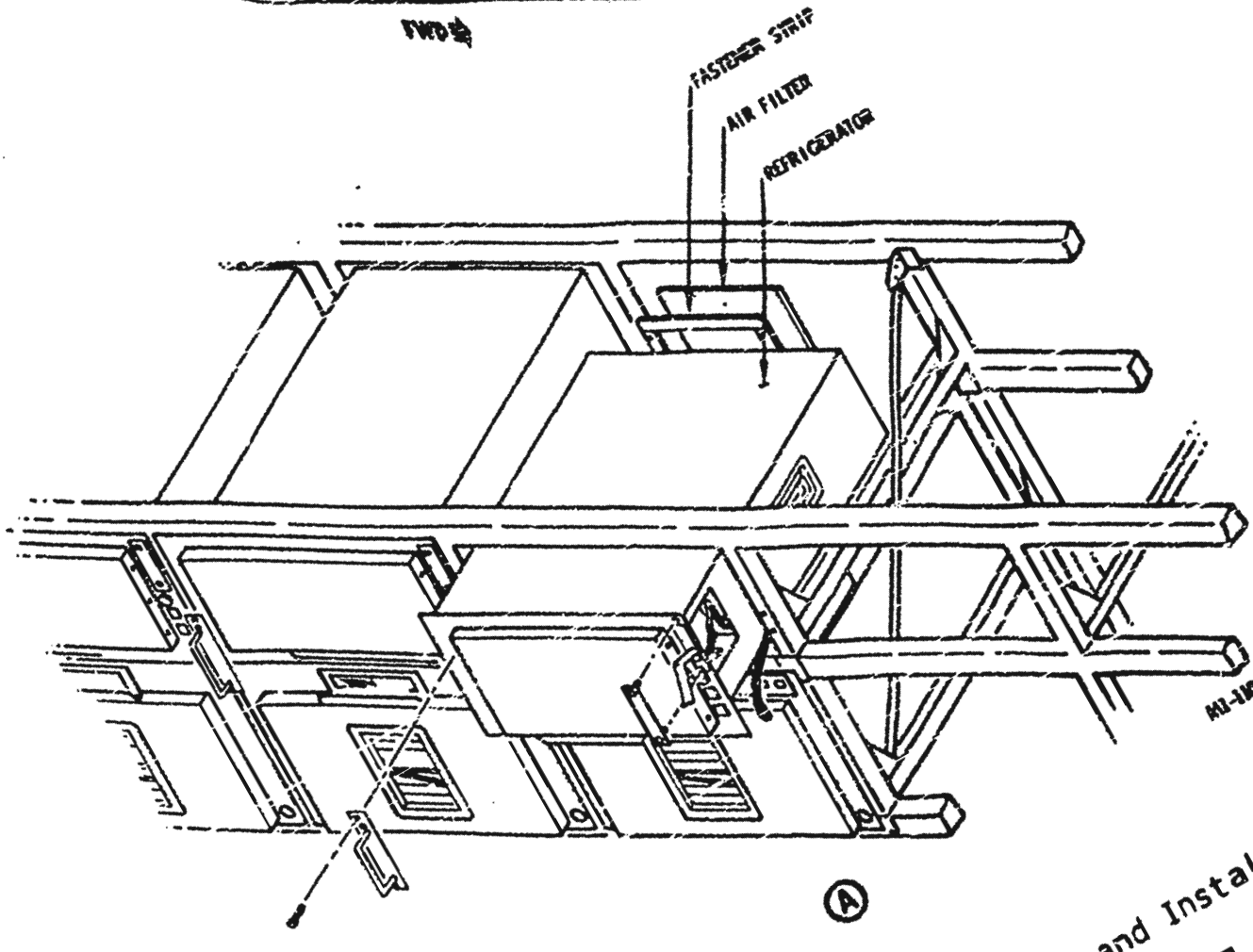
(2) Peel air filter from fastener strip (velcro tape) at back of unit.

B. Installation

R (1) Press air filter into fastener strip.

(2) Install refrigerator (Ref. 25-31-06).





Refrigerator Air Filter - Removal and Instal
Figure 401

R

EFFECTIVITY: ALL

REFRIGERATOR AIR FILTER - CLEANING AND PAINTING

1. Equipment and Materials

Detergent, aqueous anionic No. 815 MX, Brulin & Co, Inc., 2920 Martindale Ave, Indianapolis, Ind., 46207, or equivalent

Detergent, aqueous anionic No. 1300A, Diamond Chemical Co., 56 North Hill Ave, Pasadena, Calif., 91106, or equivalent

Cotton cloth (lint-free)

2. Cleaning/Painting

A. Cleaning

R (1) Wash air filter in detergent.

CAUTION: DO NOT CLEAN AIR FILTER IN SOLVENT. THE SOLVENT WILL CAUSE DETERIORATION OF THE AIR FILTER.

(2) Rinse cleaned air filter with water.

(3) Dry air filter using lint-free cotton cloth and/or compressed air at 20 psig maximum.

R # COLD STORAGE UNIT AIR FILTER - REMOVAL AND INSTALLATION

R 1. General

R The cold storage unit air filter is installed in the rear of the
R unit (outboard). The removal and installation procedure is
R identical for each unit (Ref. Fig. 401).

R 2. Removal/Installation

R A. Removal

R (1) In galley entrance door area, facing aft, pull out
R triangular shaped (access) panel, located slightly
R upward and outboard, to gain access to cold storage air
R filter.

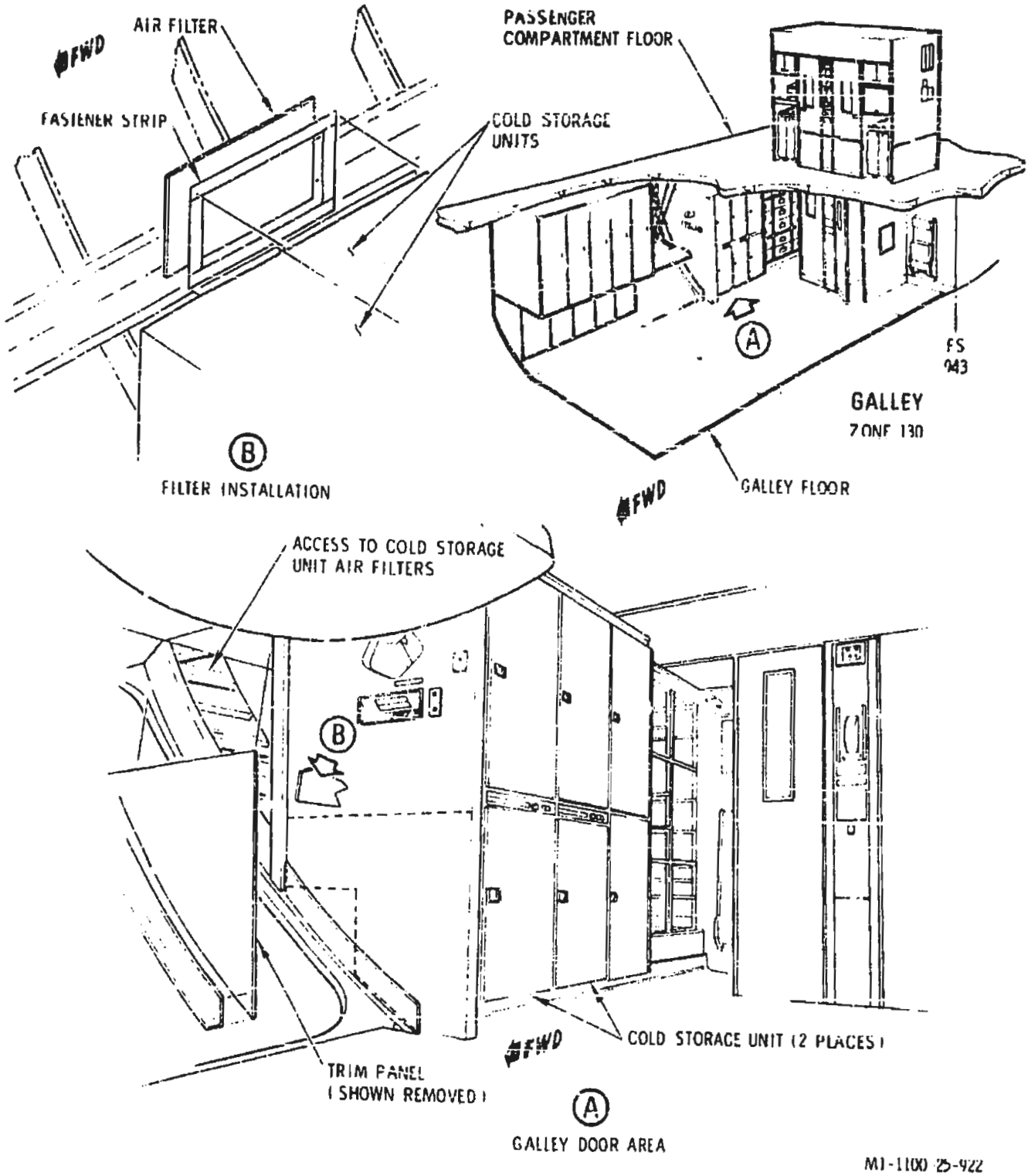
R NOTE: The access panel is held by Hedlocks and can be
R removed without tools.

R (2) Peel air filter from fastener strips (Velcro tape) at
R back of unit.

R B. Installation

R (1) Press air filter into the fastener strips.

R (2) Install access panel.



R R Cold Storage Unit Air Filter - Removal and Installation
Figure 401

COLD STORAGE UNIT AIR FILTER - CLEANING AND PAINTING

1. Equipment and Materials

Detergent aqueous anionic No. 815 MX, Brulin & Co., Inc., 2920 Martindale Ave, Indianapolis, Ind., 46207, or equivalent

Detergent, aqueous anionic No. 1300A, Diamond Chemical Co., 56 North Hill Ave, Pasadena, Calif., 91106, or equivalent

Cotton cloth (lint-free)

2. Cleaning/Painting

A. Cleaning

(1) Wash air filter in detergent.

R R CAUTION: DO NOT CLEAN AIR FILTER IN SOLVENT. THE SOLVENT WILL CAUSE DETERIORATION OF THE AIR FILTER.

(2) Rinse cleaned air filter with water.

(3) Dry air filter using lint-free cotton cloth and/or compressed air at 20 psig maximum.

OVEN TUBULAR HEATER RACK ASSEMBLY - REMOVAL AND INSTALLATION

1. General

One oven tubular heater rack assembly is installed on the lower rack of each galley oven. A high temperature electrical connector is located at the rear of the rack, and mates with an electrical receptacle mounted at the oven rear. Removable stainless steel covers are attached to the rack upper surface to protect the heating elements and to reflect the heat ontc the items being heated. Electrical power to the rack heating elements is controlled by circuits in the oven control module (Ref. Fig. 401).

NOTE: Tubular heater rack electrical receptical on 032, 033 aircrait is only compatible with 032, 033 aircraft gallc, modular ovens.

2. Removal/Installation

A. Removal

(1) On galley right circuit breaker panel, zone 131, open and tag applicable OVEN circuit breaker for oven being serviced.

R (2) Unlatch and lower oven door to near horizontal position, and continue to hold door.

(3) Raise oven door support arms upward to release arms from detent stops.

R (4) Lower oven door to full down position (180 degrees from full closed position). Release hold on door.

(5) Depress rack latching springs at each edge of tubular heater rack assembly.

(6) Lift rack upward to clear rack latch pin from retaining hole.

(7) Pull rack assembly forward, disengaging rack electrical connector from electrical receptacle.

(8) Slide rack assembly from oven liner.

B. Installation

R (1) Verify circuit breaker, opened in Step 2A(1) is open and tagged.

(2) Install (push) tubular heater rack assembly into oven liner, by sliding rack assembly along supports of liner until fully seated into electrical receptacle at rear of liner.

R R (3) Press latch retaining springs until latch pins are positioned in retaining holes.

R (4) Raise oven door to position immediately below horizontal.

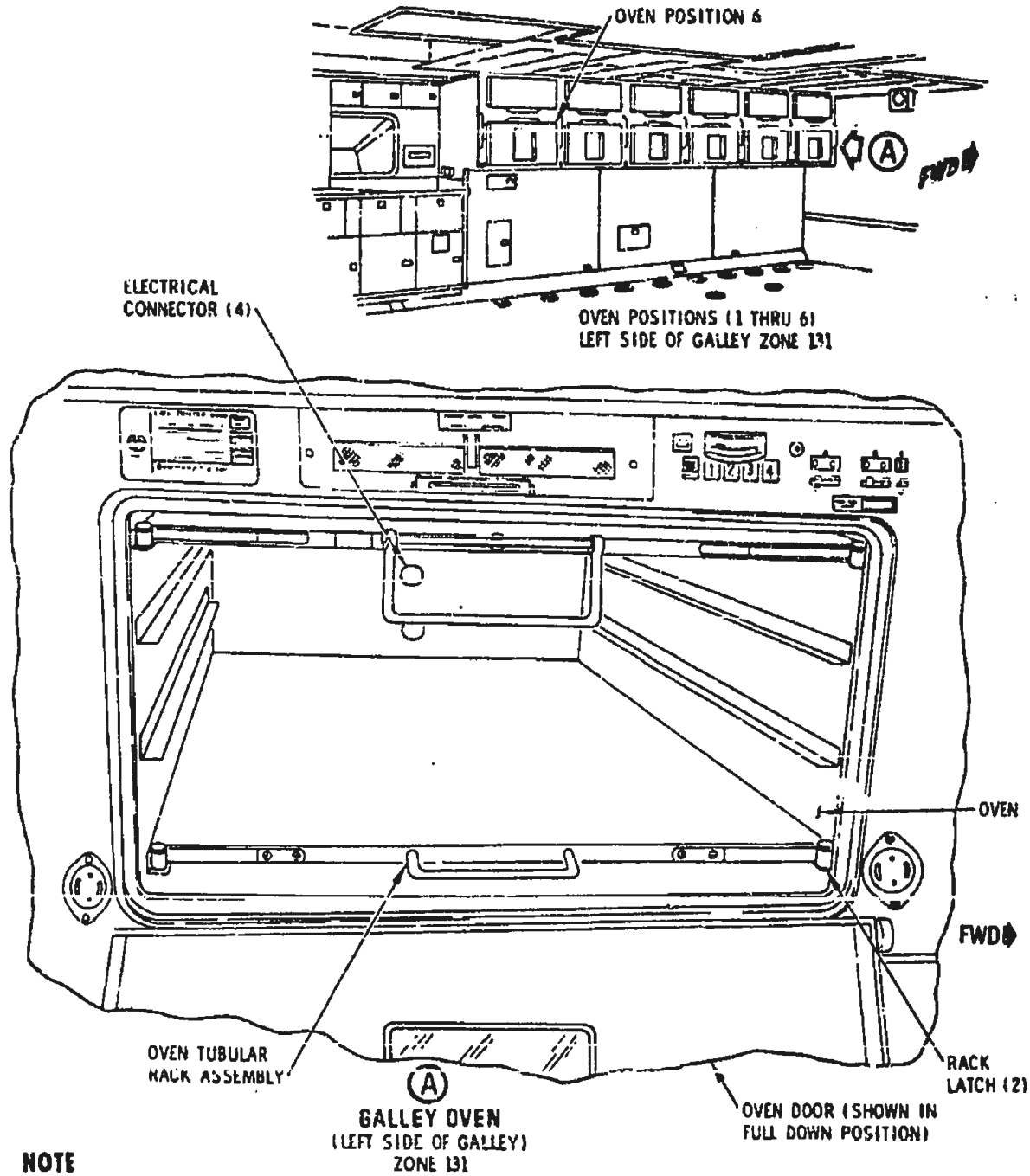
NOTE: Guide support arms into slots of oven front panel, while raising door slowly.

R R (5) Raise door upward, past horizontal position, to ensure support arms are well inserted into slots.

R (6) Lower door to ensure support arms will stop oven door at horizontal position.

(7) Raise oven door and latch in closed position.

(8) Remove tags and close circuit breaker opened in Step 2A(1).



NOTE

UPPER (QUARTZ) AND LOWER (TUBULAR) RACK ASSEMBLIES SHOWN INSTALLED IN OVEN. ELECTRICAL CONNECTORS FOR THESE TWO INSTALLED RACKS ARE NOT VISIBLE, BUT ARE IDENTICAL AS SHOWN FOR RACKS NOT INSTALLED. OVEN SHOWN IS TYPICAL FOR ALL PLACES IN THE GALLEY.

M1-0000-25-2532

R
R
R

Oven Tubular Heater Rack Assembly
Removal and Installation
Figure 401

EFFECTIVITY: ALL

001B

OVEN QUARTZ TUBE HEATER RACK ASSEMBLY - REMOVAL AND INSTALLATION

1. General

Three quartz tube heater rack assemblies are installed in the oven in the upper three positions. A high temperature electrical connector is located at the rear of the rack, and mates with an electrical receptacle mounted at the oven rear. Removable stainless steel covers are attached to the rack upper surface to protect the heating elements and to reflect the heat onto the items being heated. Tray extractors, located on the underside of each quartz rack assembly are provided to assist in removal of food trays. Electrical power to the rack heating elements is controlled by circuits in the oven control module (Ref. Fig. 401).

NOTE: Quartz rack electrical recepticals on 032, 033 aircraft are only compatable with 032, 033 aircraft galley modular ovens.

2. Removal/Installation

A. Removal

R CAUTION: QUARTZ TUBES ARE VERY FRAGILE AND WILL BREAK IF
R NOT HANDLED WITH CARE.

(1) On galley right circuit breaker panel, zone 131, open and tag applicable OVEN circuit breaker for oven being serviced.

(2) Unlatch and lower oven door to near horizontal position, and continue to hold door.

(3) Raise oven door support arms upward to release arms from detent stops.

(4) Lower oven door to full down position (180 degrees from full closed position). Release hold on door.

(5) Depress rack latching springs at each edge of quartz tube rack assembly.

(6) Lift rack upward to clear rack latch pin from retaining hole.

(7) Pull rack assembly forward, disengaging rack electrical connector from electrical receptacle.

(8) Slide rack assembly from oven liner.

B. Installation

(1) Verify circuit breaker, opened in Step 2A(1) is open and tagged.

(2) Install (push) quartz tube rack assembly into oven liner, by sliding rack assembly along supports of liner until fully seated into electrical receptacle, at rear of liner.

(3) Press latch retaining springs until latch pins are positioned in retaining holes.

(4) Raise oven door to position immediately below horizontal.

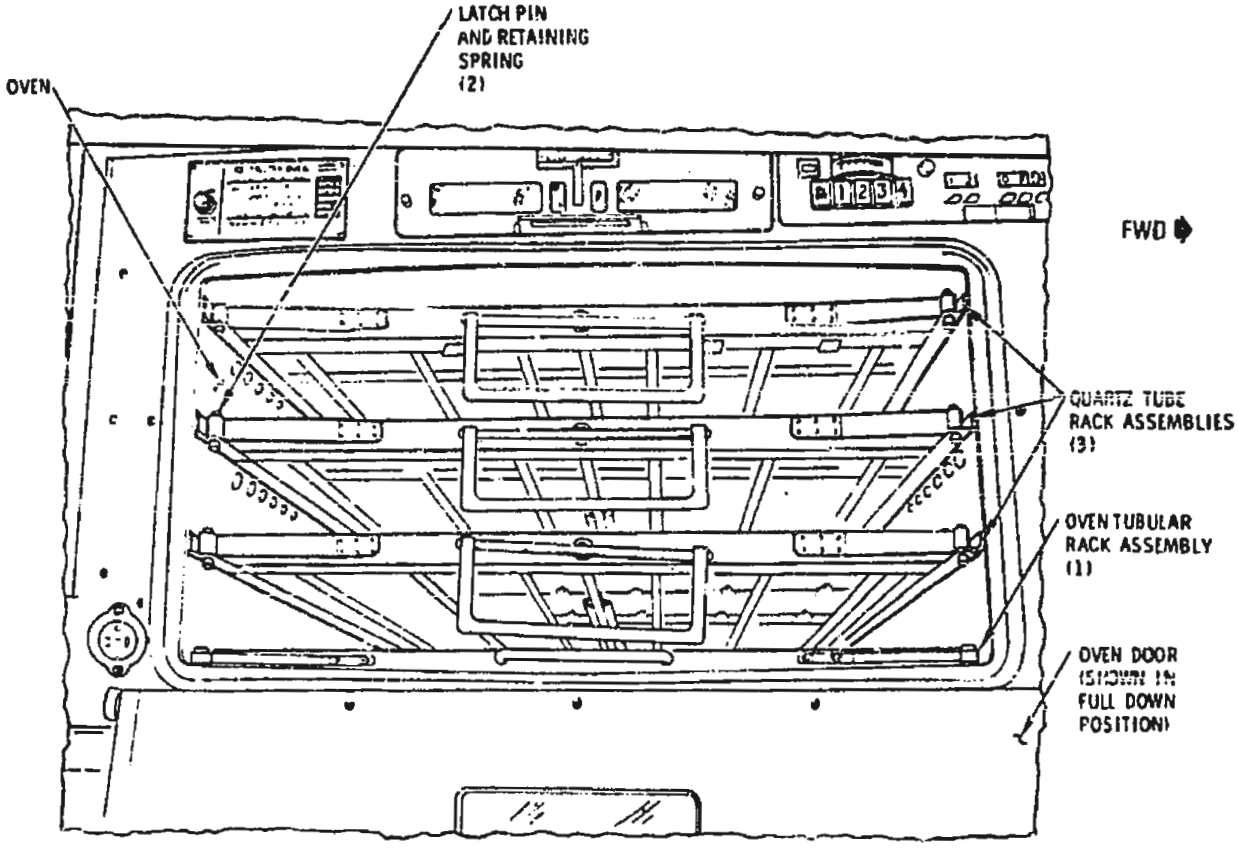
NOTE: Guide support arms into slots of oven front panel, while raising door slowly.

(5) Raise door upward and past horizontal position, to ensure support arms are well inserted into slots.

(6) Lower door to ensure support arms will stop oven door at horizontal position.

(7) Raise oven door and latch in closed position.

(8) Remove tags and close circuit breakers opened in Step 2A(1).



GALLEY OVEN
(LEFT SIDE OF GALLEY)

ZONE 131

NOTE

OVEN IS EQUIPPED WITH FOUR RACK ASSEMBLIES AS SHOWN, (THREE QUARTZ TUBE AND ONE TUBULAR). OVEN SHOWN IS TYPICAL FOR ALL PLACES IN THE GALLEY

M1-0001-25-944

R
R
R

Oven Quartz Tube Rack Assembly
Removal and Installation
Figure 401

EFFECTIVITY: ALL

001B

OVEN CONTROL MODULE LAMPS - REMOVAL AND INSTALLATION

1. General

Pushbuttons in the oven control module are backlighted and will illuminate when a pushbutton is depressed, provided electrical power is applied to the oven.

2. Equipment and Materials

Needle nose pliers, tweezers, or piece of 0.1875 inch rubber tubing

Lamps, Bowmar/TIC, Inc., Part No. 28ESB, only

3. Removal/Installation

A. Removal

(1) Grasp and snap off white lens on control module by reaching under groove on bottom side of lens and pulling straight outward.

(2) Reach in lamp area with needle nose pliers, tweezers, or piece of 0.1875 inch rubber tubing and clamp around lamp.

(3) Pull lamp straight outward and remove from control module.

NOTE: Turning lamp is not required, or advisable, to remove.

B. Installation

R (1) Install lamp in control module by pushing lamp straight into receptacle.

NOTE: Turning lamp is not required, or advisable, to install.

(2) Snap on white lens into position on control module.

OVEN TUBULAR HEATER ELEMENT - REMOVAL AND INSTALLATION

1. General

This procedure provides information for removal and installation of the oven tubular heater element (Ref. Fig. 401).

2. Referenced Procedure

25-31-40 Oven Tubular Heater Rack Assembly - Removal and Installation

3. Removal/Installation

A. Removal

R (1) Remove oven tubular heater rack assembly (Ref. 25-31-40).

(2) Remove recessed screw, spring lock washer, and rack cover.

(3) Remove recessed screws and end box cover.

(4) Remove guide pins, nuts, and washers. This releases connector block, contact pins, and connector gasket.

(5) Remove connector grommet.

(6) Remove recessed screws, external tooth lock washers, self locking nuts, heater retainers, and heater elements, with electrical leads, from rack weldment.

B. Installation

(1) Position heater elements on rack weldment.

(2) Install heater retainers with recessed screws, external tooth lock washers, and self locking nuts.

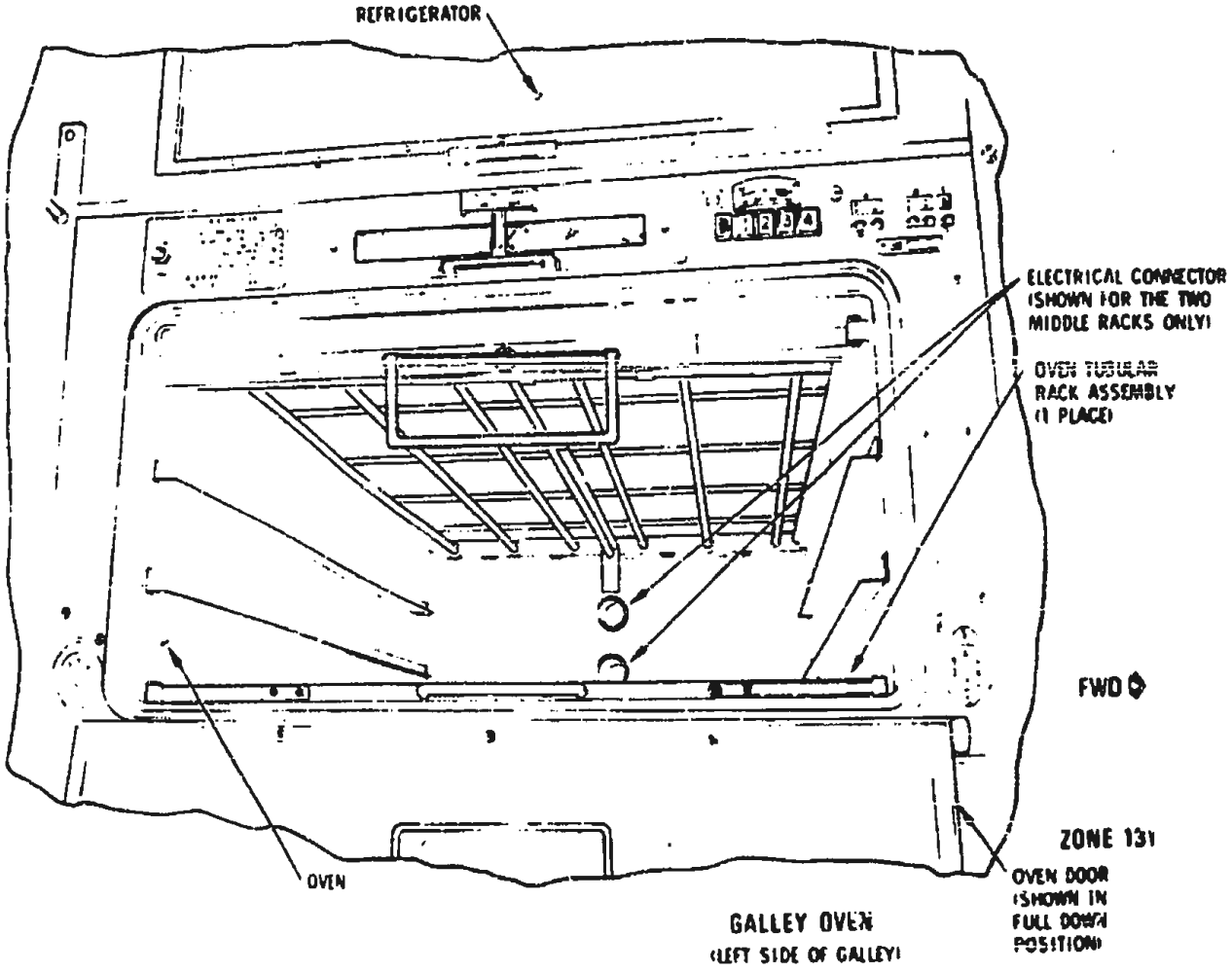
(3) Install connector grommet, and position heater assembly leads to connector area.

(4) Install contact pins on electrical leads, insert in connector block. Install connector block with connector gasket, and guide pins, using nuts and washers supplied with guide pins.

(5) Install end box cover with recessed screws.

(6) Install rack cover with recessed screw and spring lock washer.

R (7) Install oven tubular heater rack assembly (Ref. 25-31-40).



NOTE

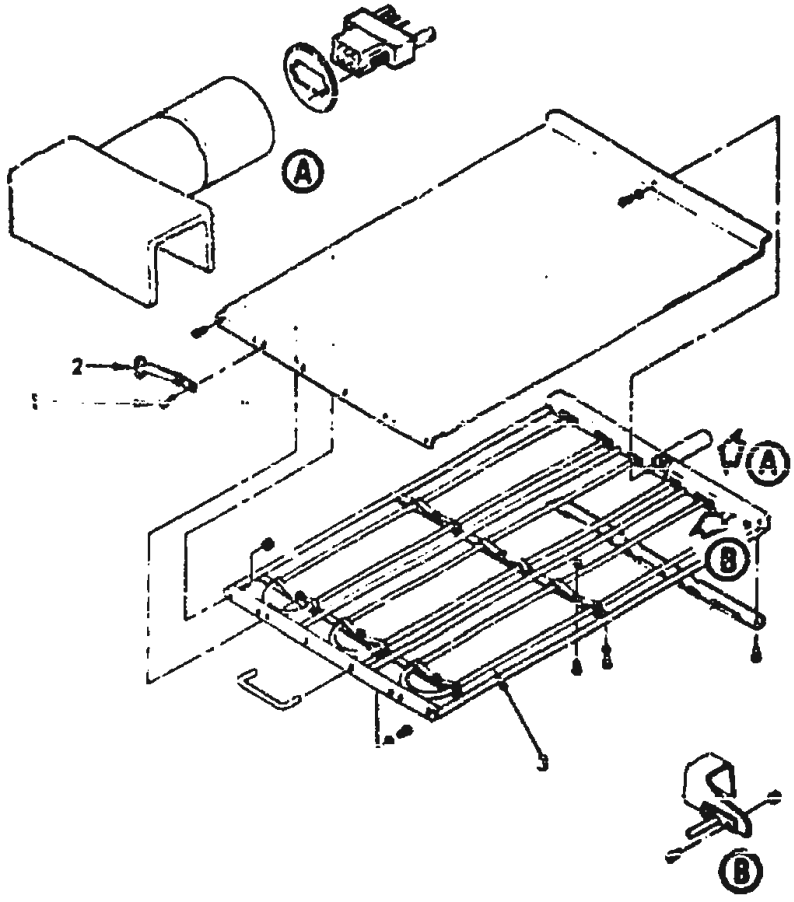
UPPER (QUARTZ) AND LOWER (TUBULAR) RACK ASSEMBLIES SHOWN INSTALLED IN OVEN. ELECTRICAL CONNECTORS FOR THESE TWO INSTALLED RACKS ARE NOT VISIBLE, BUT ARE IDENTICAL AS SHOWN FOR RACKS NOT INSTALLED. OVEN SHOWN IS TYPICAL FOR ALL PLACES IN THE GALLEY

M1-0001-25-903

R Oven Tubular Heater Element Assembly
R Removal and Installation
R Figure 401 (Sheet 1)

EFFECTIVITY: ALL

0018



OVEN TUBULAR HEATER RACK ASSEMBLY
(SHOWN REMOVED FROM OVEN)

1 PAN HEAD RECESSED SCREW
2 RACK LATCH SPRING
3 HEATER ASSEMBLY (3 PLACES)

NOTE
SEE SHEET 1 OF THIS FIGURE FOR LOCATION OF OVEN TUBULAR HEATER RACK ASSEMBLY. WIRING BETWEEN HEATER ASSEMBLY (10) AND CONNECTOR BLOCK (15) NOT SHOWN

[illegible]

R Oven Tubular Heater Element Assembly
R Removal and Installation
R Figure 401 (Sheet 2)

EFFECTIVITY: ALL

0018

OVEN QUARTZ TUBE HEATER ELEMENT - REMOVAL AND INSTALLATION

1. General

This procedure provides information for removal and installation of the oven quartz tube element (Ref. Fig. 401).

2. Referenced Procedure

25-31-41 Oven Quartz Tube Rack Assembly - Removal and Installation

3. Removal/Installation

A. Removal

R (1) Remove oven quartz tube rack assembly (Ref. 25-31-41).

(2) Remove knurled thumb screws, located on reflector clip at rear of rack.

(3) Slide reflector toward rear end of rack to release clips from end housing.

(4) Remove reflector.

(5) Remove truss head Phillips screws, and remove front cover clip assembly and rear end cover.

R (6) Remove brass hex nuts and lockwashers and electrical leads from each end of infrared quartz tube heating elements.

(7) Remove each heating element.

C NOTE: Quartz tube (P/N 71-3161) and heating element
C (P/N 71-3160) are replaced as required. Reuse
C all serviceable heating assembly components.

B. Installation

R (1) Attach tube clips to two center 0.375 inch diameter stainless steel rod on rack weldment.

(2) Position tube clips horizontally.

(3) Place quartz tubes (heater elements) in position and rotate tube clips 90 degrees.

R NOTE: Ensure end of each quartz tube fits properly
R into end slots.

(4) Attach lead wire terminals to quartz tubes using hex brass nuts and external tooth lockwashers.

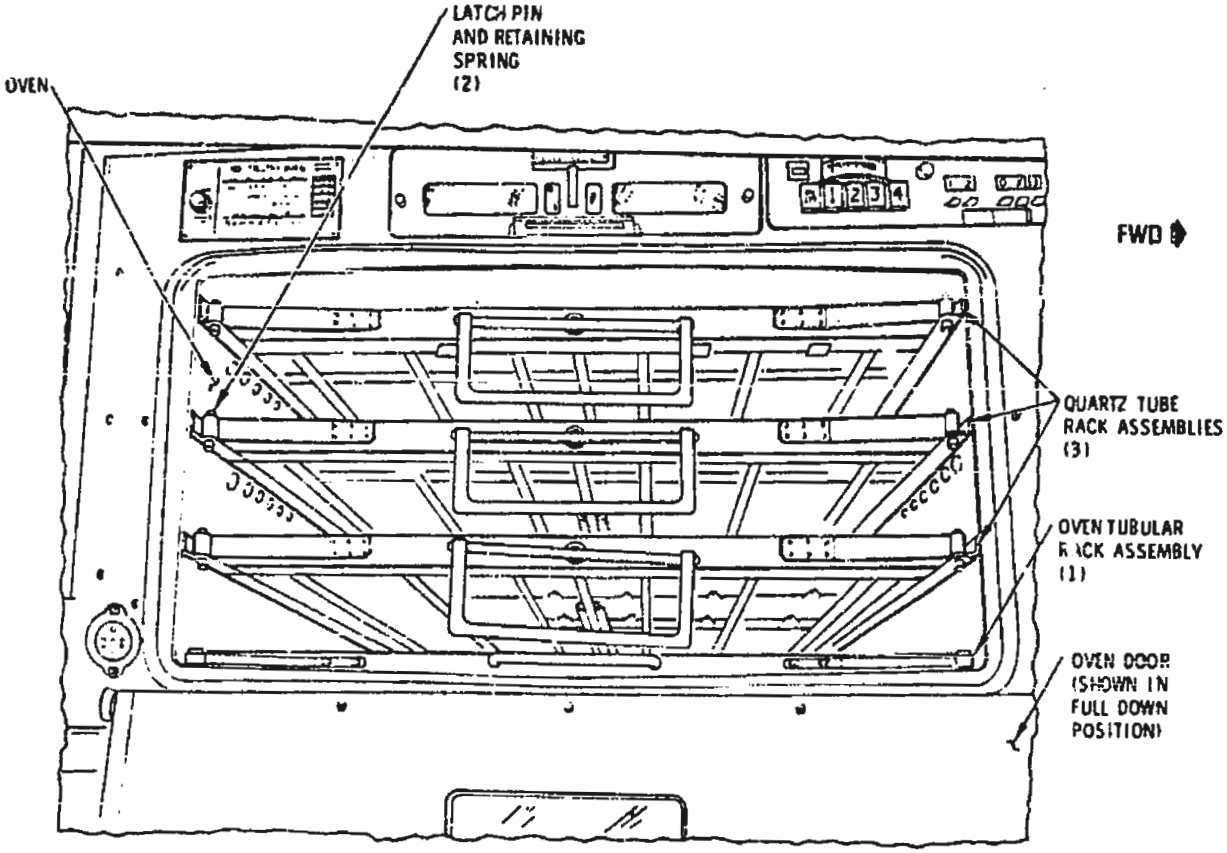
(5) Install front cover clip assembly and rear end cover, using Phillips truss head screws.

NOTE: Do not install knurled thumb screws at rear of rack at this time.

(6) Attach reflector by sliding toward front of rack assembly until tube clips on underside of reflector are securely seated over pins on end box.

(7) Insert knurled thumb screws into holes at rear reflector clip.

R (8) Install oven quartz tube rack assembly (Ref. 25-31-41).



GALLEY OVEN
(LEFT SIDE OF GALLEY)

ZONE 131

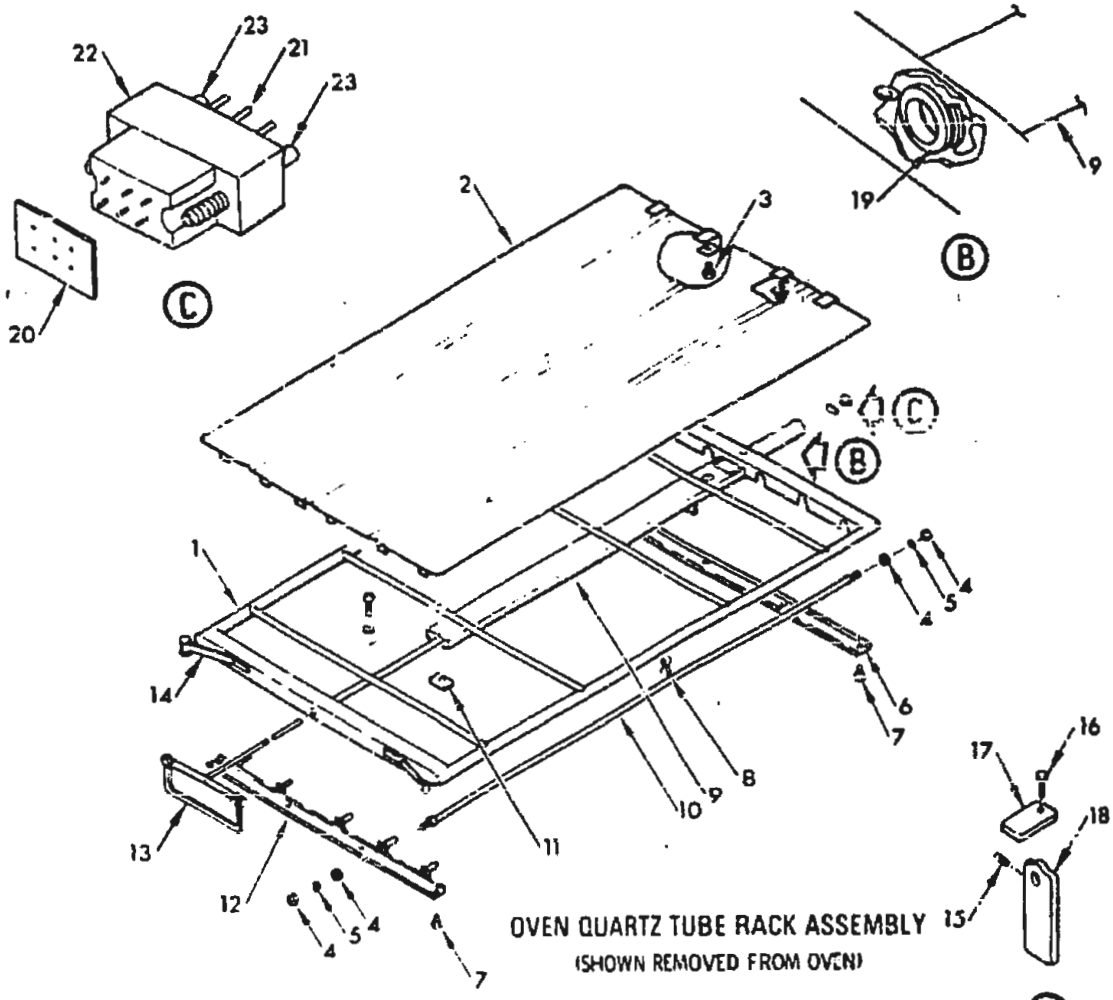
NOTE

OVEN IS EQUIPPED WITH FOUR RACK ASSEMBLIES AS SHOWN, (THREE QUARTZ TUBE AND ONE TUBULAR). OVEN SHOWN IS TYPICAL FOR ALL PLACES IN THE GALLEY

M1-0001-25-944

R R Oven Quartz Tube Heater Element Assembly Removal and Installation
Figure 401 (Sheet 1)

EFFECTIVITY: ALL



OVEN QUARTZ TUBE RACK ASSEMBLY
(SHOWN REMOVED FROM OVEN)

NOTE

SEE SHEET 1 OF THIS FIGURE FOR LOCATION OF OVEN QUARTZ TUBE RACK ASSEMBLIES.
WIRING BETWEEN INFRARED QUARTZ TUBE HEATING ELEMENTS (10) AND CONNECTOR BLOCK (21) NOT SHOWN.

1 RACK WELDMENT
2 REFLECTOR
3 KNURLED THUMB SCREW
4 HEX BRASS NUT
5 LOCKWASHER
6 END COVER
7 TRUSS HEAD PHILLIPS SCREW
8 TUBE CLIP
9 GUIDE CHANNEL (PART OF ITEM 1)
10 INFRARED QUARTZ TUBE ASSY (6 PLACES) ONLY 1 SHOWN, COMPOSED OF:
QUARTZ TUBE
HEATER ELEMENT
11 EXTRACTOR STOP
12 FRONT COVER CLIP ASSEMBLY
13 RETRACTOR ROD
14 RACK LATCH SPRING
15 HEADLESS SETSCREW
16 FLAT HEAD PHILLIPS SCREW
17 EXTRACTOR GUIDE
18 FOOD TRAY EXTRACTOR
19 WIRING GROMMET
20 CONNECTOR GASKET
21 CONTACT PIN
22 CONNECTOR BLOCK
23 GUIDE PIN

M1-0002-25-905

CR Oven Quartz Tube Heater Element Assembly
CR Removal and Installation
CR Figure 401 (Sheet 2)

EFFECTIVITY: ALL

GALLEY LIFT SYSTEM - DESCRIPTION AND OPERATION

1. General

The lift system (Ref. Fig. 1) is built around a major center column structure located on the aircrafts longitudinal centerline, zone 134 (Ref. 25-00-00, Fig. 3). The system is used to transport personnel and serving carts between the galley and passenger compartment levels within the mid service center. The lift system consists of:

Two fully independent lifts

Above and below passenger compartment floor enclosures and doors

Separate drive systems and controls for each lift

The lifts are raised and lowered by mechanical drive systems (Ref. Fig. 2). The drive systems are electrically powered and controlled (Ref. Fig. 3 and 4). The electrical power (115V ac, 400 Hz, 3-phase) is supplied through passenger service bus 3L for the left lift on the galley left circuit breaker panel, zone 131, and PASS SERV BUS 1R for the right lift on the galley right circuit breaker panel, zone 131.

R CAUTION: ON AIRCRAFT 007-999, EACH WIRE HARNESS FOR THE GALLEY LIFT SYSTEM ELECTRICAL COMPONENTS IS IDENTIFIED WITH A PLASTIC IDENTIFICATION MARKER (REF. FIG. 5) ATTACHED NEAR THE END OF EACH ELECTRICAL CONNECTOR. THE HARNESSES ARE IDENTIFIED AS FOLLOWS:

CONT MDL LH UPR

CONT MDL LH LWR

CONT MDL RH UPR

CONT MDL RH LWR

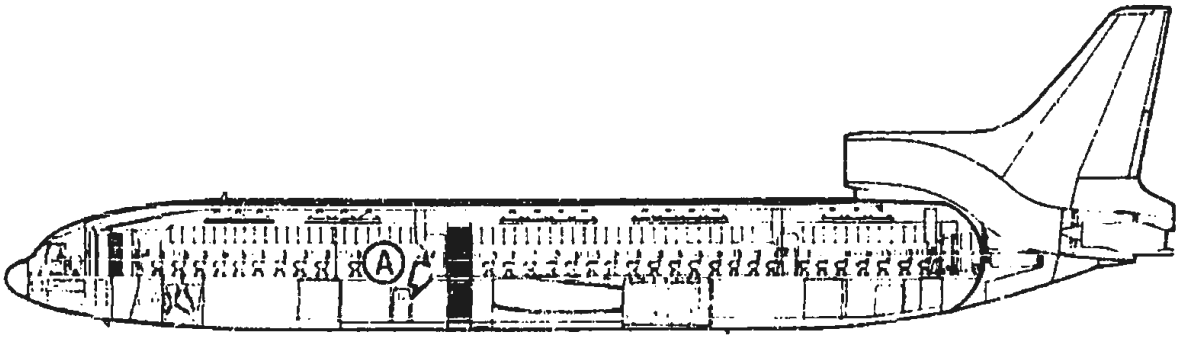
LH INTCON RCPT

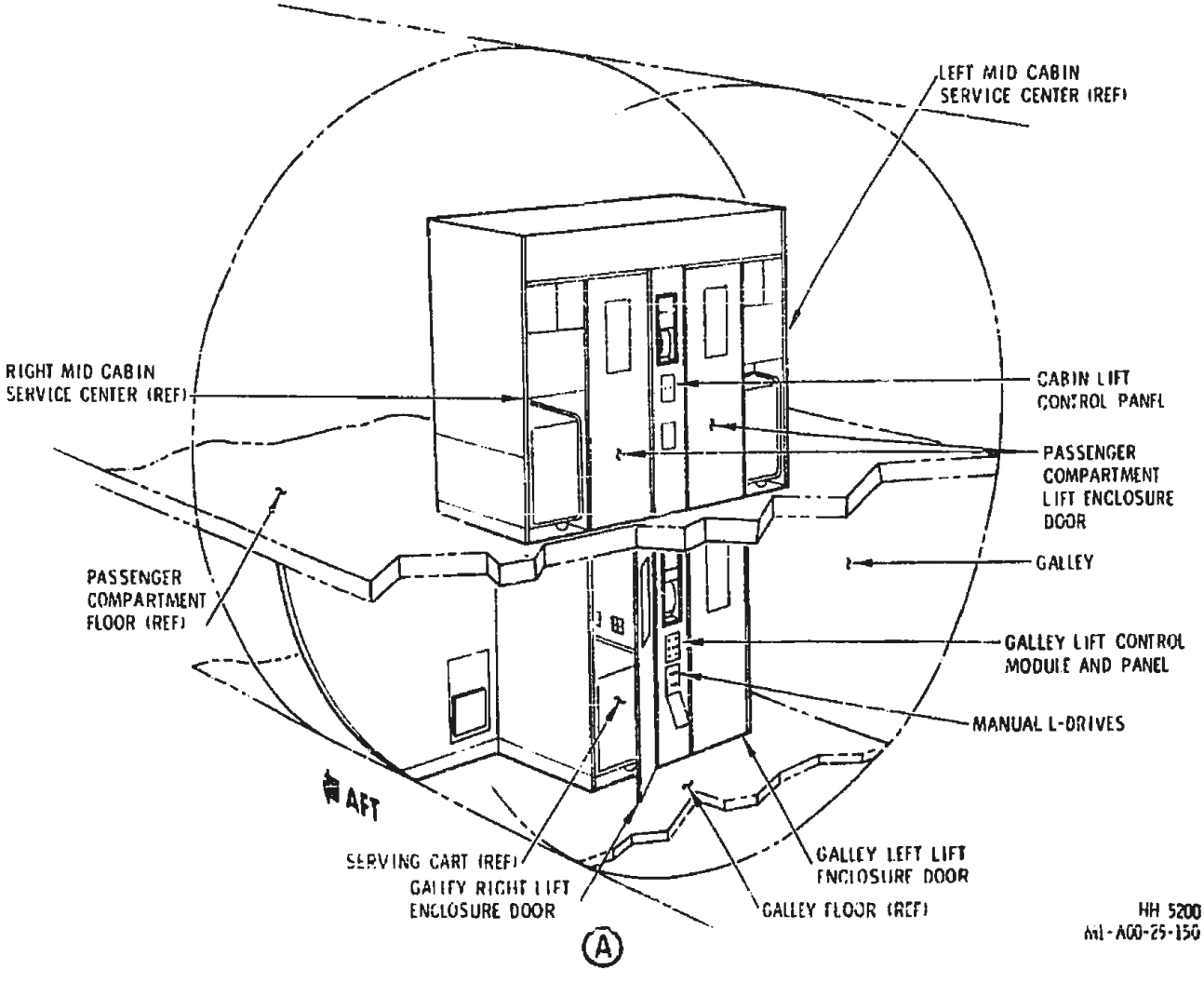
LH INTCON PLUG

RH INTCON RCPT

RH INTCON PLUG

FAULT ISOLN PANEL RH





Galley Lift System
Figure 1

CAUTION: ON AIRCRAFT 001-014, THE GALLEY LIFT CAN OPERATE INADVERTENTLY WHEN THE LIFT ISLN PNL CIRCUIT BREAKER, LOCATED ON THE GALLEY LEFT CIRCUIT BREAKER PANEL IS PULLED OR THE GALLEY DC ELECTRICAL POWER SOURCE IS LOST FOR ANY REASON. INADVERTENT OPERATION CAN OCCUR AS FOLLOWS:

IF THE LIFT FAULT ISOLATION PANEL (FIP), LOCATED IN LOWER GALLEY, SWITCH IS OFF, THE LIFT(S) WILL TRAVEL UP - IF IT IS DOWN.

IF THE FIP SWITCH IS IN THE SYSTEM TEST POSITION, THE LIFT WILL TRAVEL DOWN - IF IT IS UP.

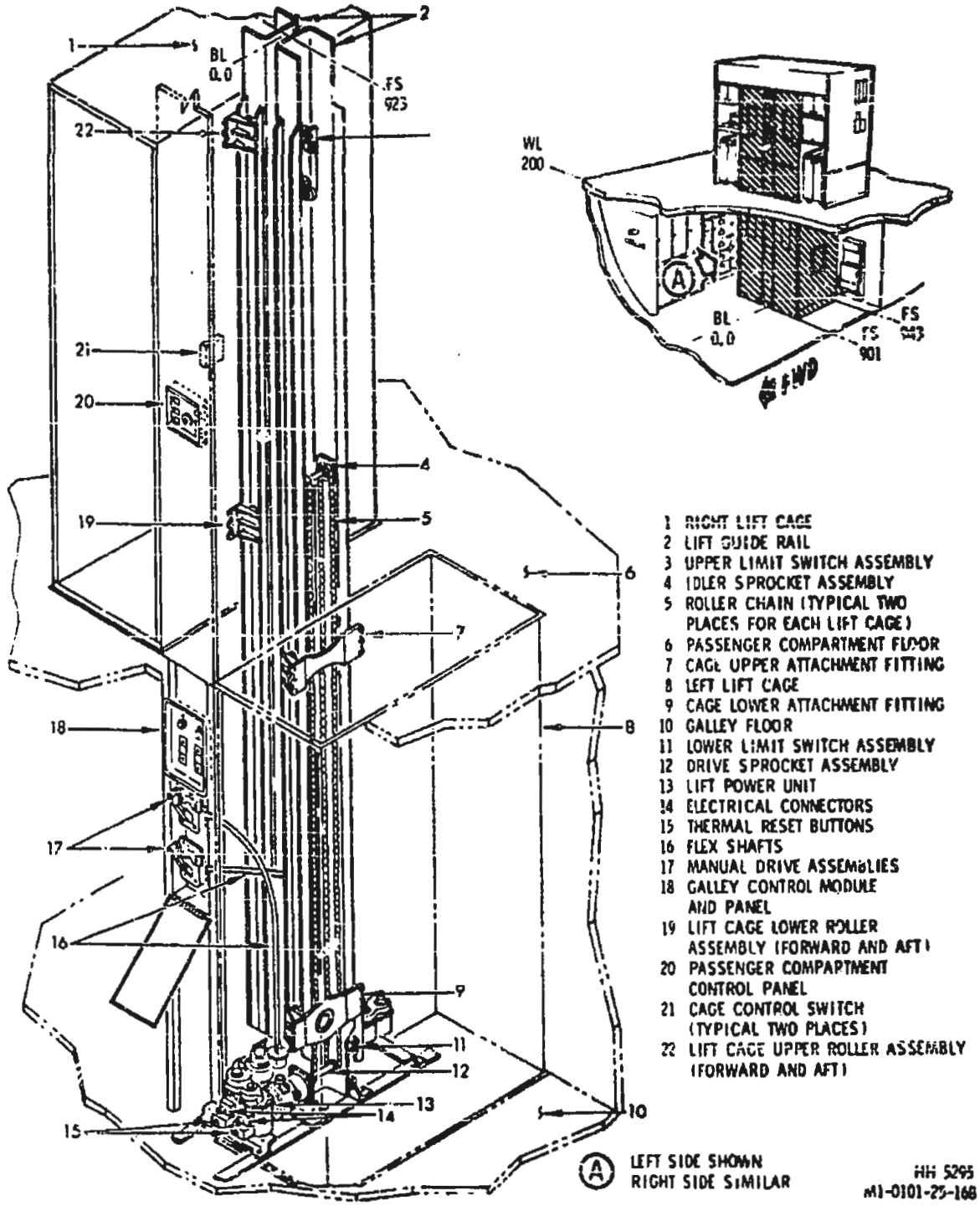
ALL MAINTENANCE PERSONNEL SHOULD USE CAUTION WHEN WORKING ON OR IN THE AREA OF THE GALLEY LIFTS.

2. Operation

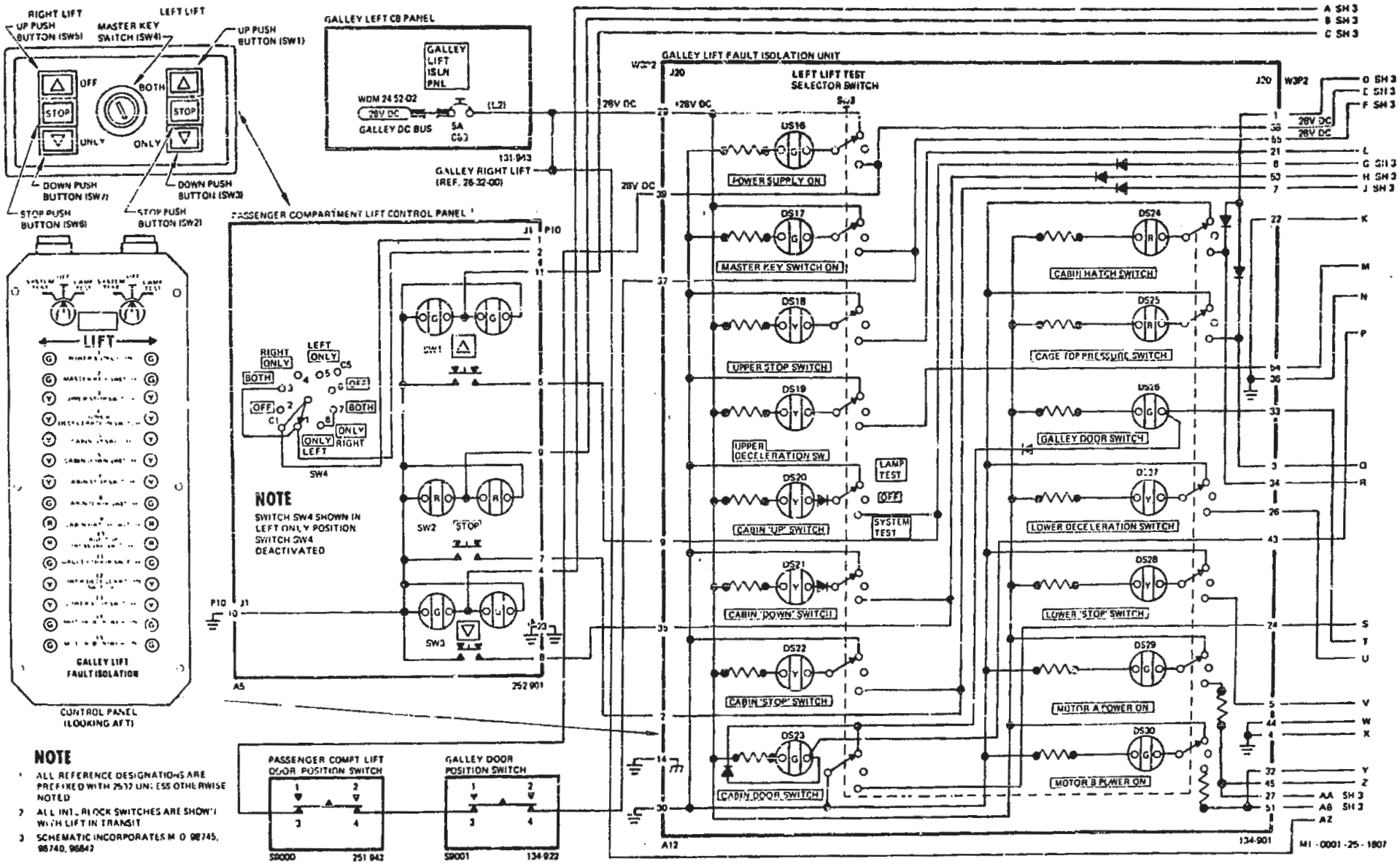
CR Each lift is controllable from a control panel in the galley, a CR control panel in the passenger compartment mid service center, CR or from inside the lifts. Both hands are required to operate CR two momentary toggle switches in the lift. Releasing either CR switch stops the lift travel. The STOP push button switch on CR the passenger compartment control panel or on the galley control CR module panel overrides the switches inside the lift. The lift CR can be redirected either up or down from a stop position between CR levels.

The above and below passenger compartment floor enclosure doors are provided with lift door position (safety interlock) switches. These switches are wired in parallel/series and prevent operation of the lift unless the passenger compartment and galley enclosure doors are closed and remain closed while the lift is in transit. Lift top occupied tape switches (wired in parallel) are also installed on top of each lift. A switch is automatically closed when a serving cart is parked and secured on top of the lift. A hatch switch is mounted on the inboard side of each lift exit (escape) hatch. These switches prevent lift electrical operation in the upward direction when the emergency exit (escape) hatch door is opened; however, the lift can operate in the downward direction.

CR The upper and lower limit switch assemblies each contain a CR deceleration switch which stops one of the two drive motors to CR slow down the lift cage as it approaches full up or down CR position. The stop switch is incorporated in the load limiter CR assembly within the power unit. The load limiter assembly stop CR switch also turns on the indicator lights located on the center

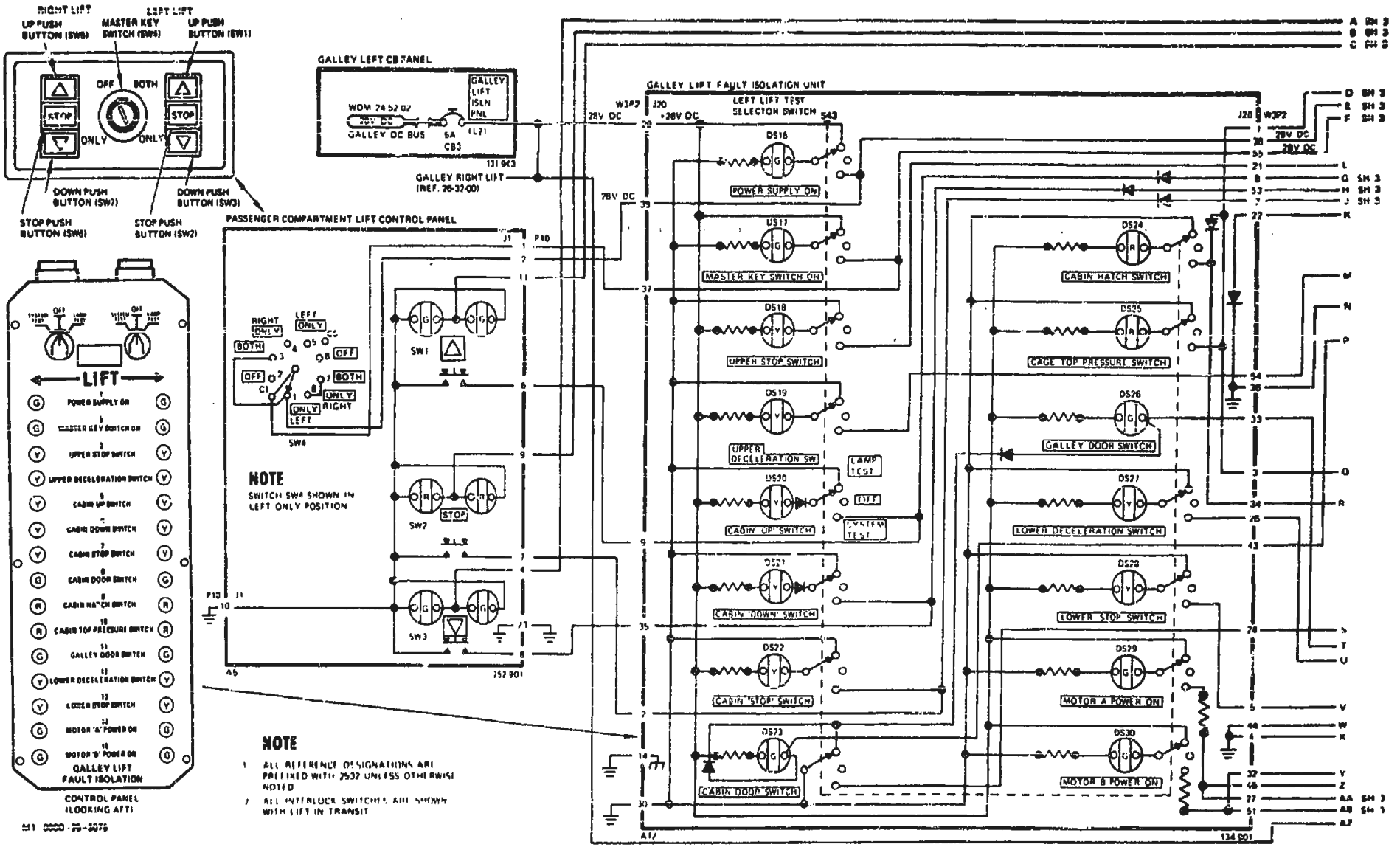


Lift Drive System
Figure 2



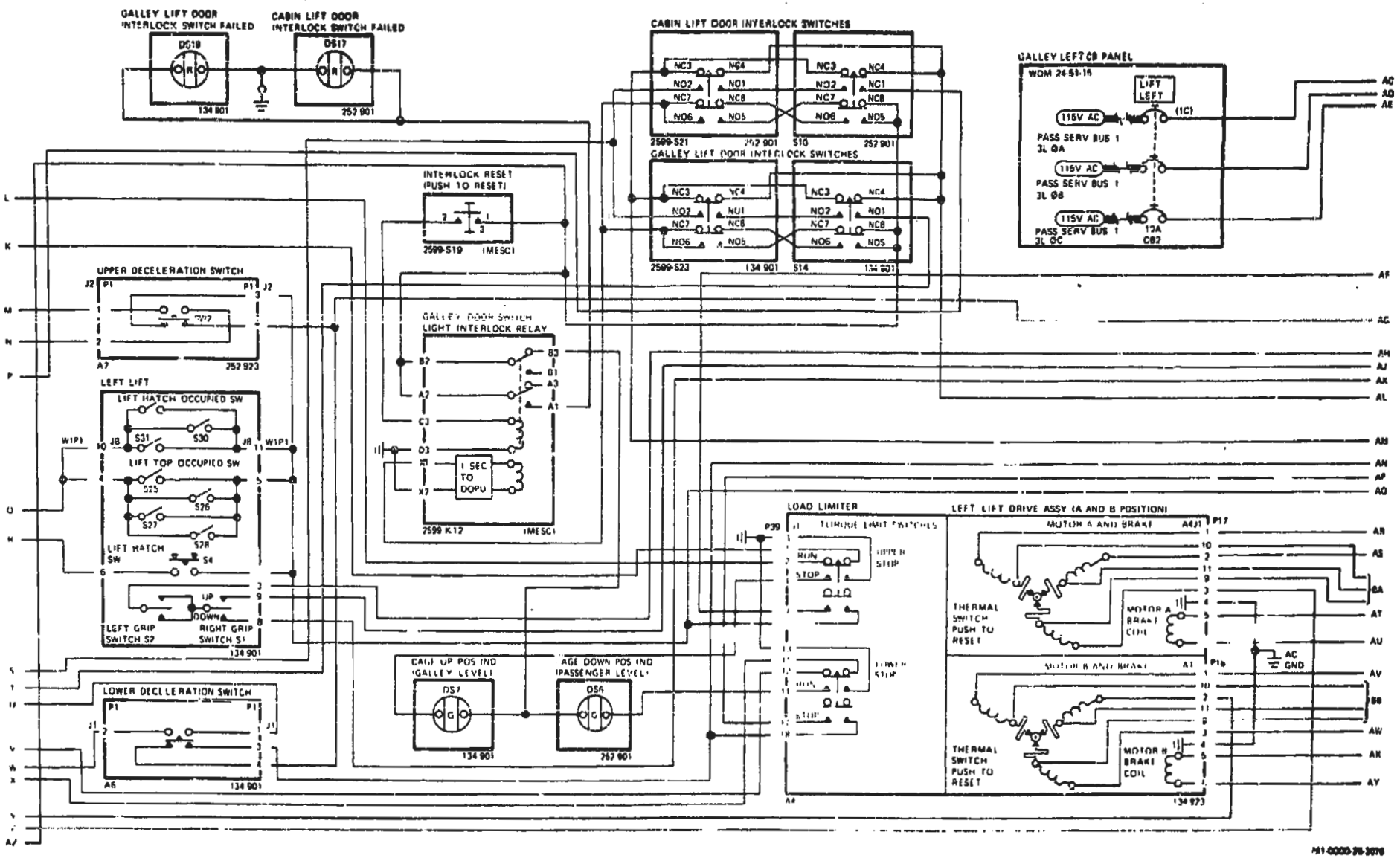
Galley Left Lift System Electrical Schematic
Figure 3 (Sheet 1)

EFFECTIVITY: 001-031



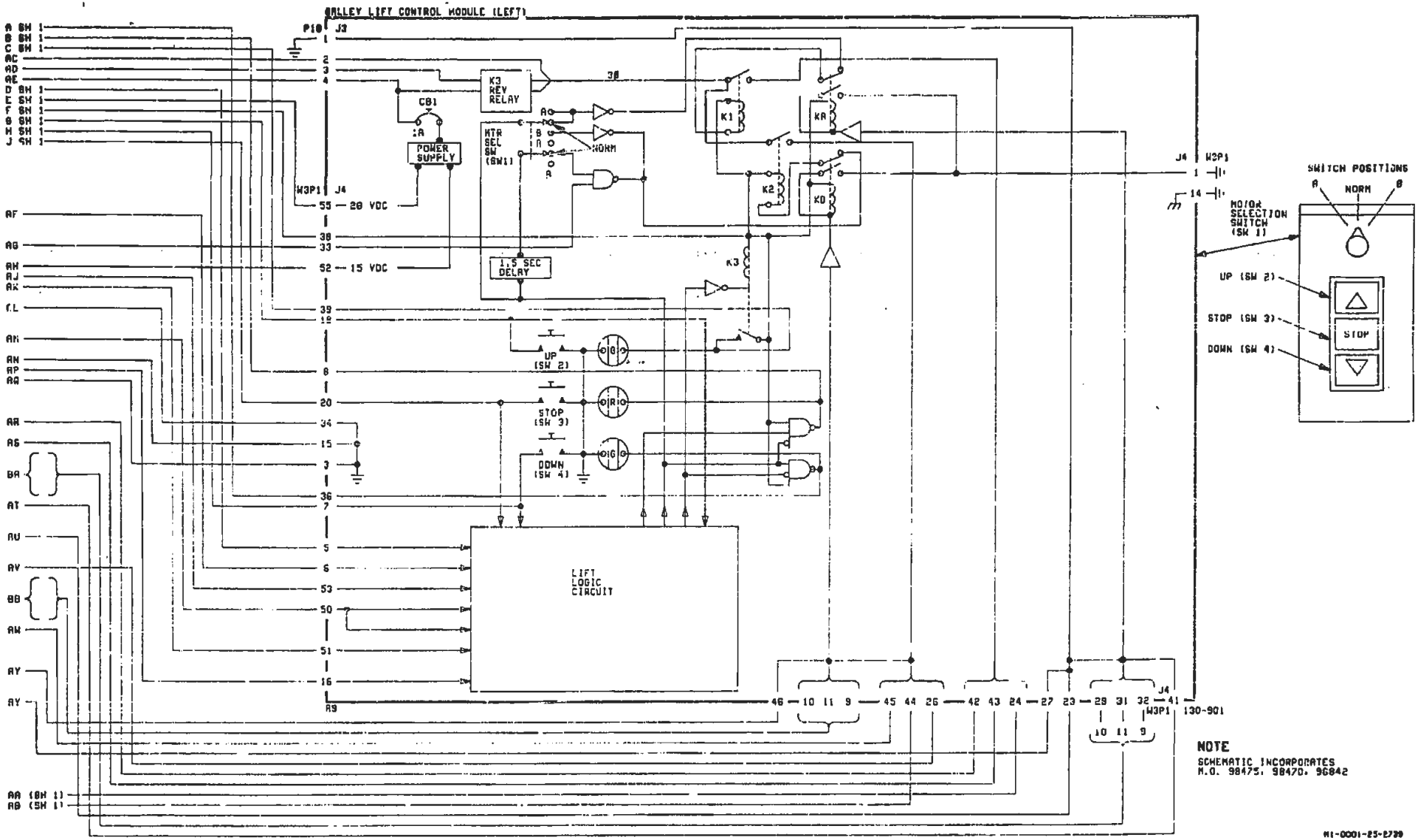
C Galley Left Lift System Electrical Schematic
C Figure 3 (Sheet 1)

R EFFECTIVITY: 032-999
R
001B


GALLEY LIFT DOOR INTERLOCK SWITCH FAILED
CABIN LIFT DOOR INTERLOCK SWITCH FAILED
CABIN LIFT DOOR INTERLOCK SWITCHES
GALLEY LIFT DOOR INTERLOCK SWITCHES
GALLEY LEFT CB PANEL
INTERLOCK RESET (PUSH TO RESET)
UPPER DECELERATION SWITCH
LEFT LIFT
LIFT HATCH OCCUPIED SW
LIFT TOP OCCUPIED SW
LIFT HATCH SW
LEFT GRIP SWITCH S2
RIGHT GRIP SWITCH S1
LOWER DECELERATION SWITCH
GALLEY DOOR SWITCH LIGHT INTERLOCK RELAY
1 SEC TO DOPU
CAGE UP POS IND (GALLEY LEVEL)
CAGE DOWN POS IND (PASSENGER LEVEL)
LOAD LIMITER
LEFT LIFT DRIVE ASSY (A AND B POSITION)
MOTOR A AND BRAKE
MOTOR B AND BRAKE
THERMAL SWITCH PUSH TO RESET
MOTOR A BRAKE COIL
MOTOR B BRAKE COIL
AC GND
PASS SERV BUS 1 3L ØA
PASS SERV BUS 1 3L ØB
PASS SERV BUS 1 3L ØC

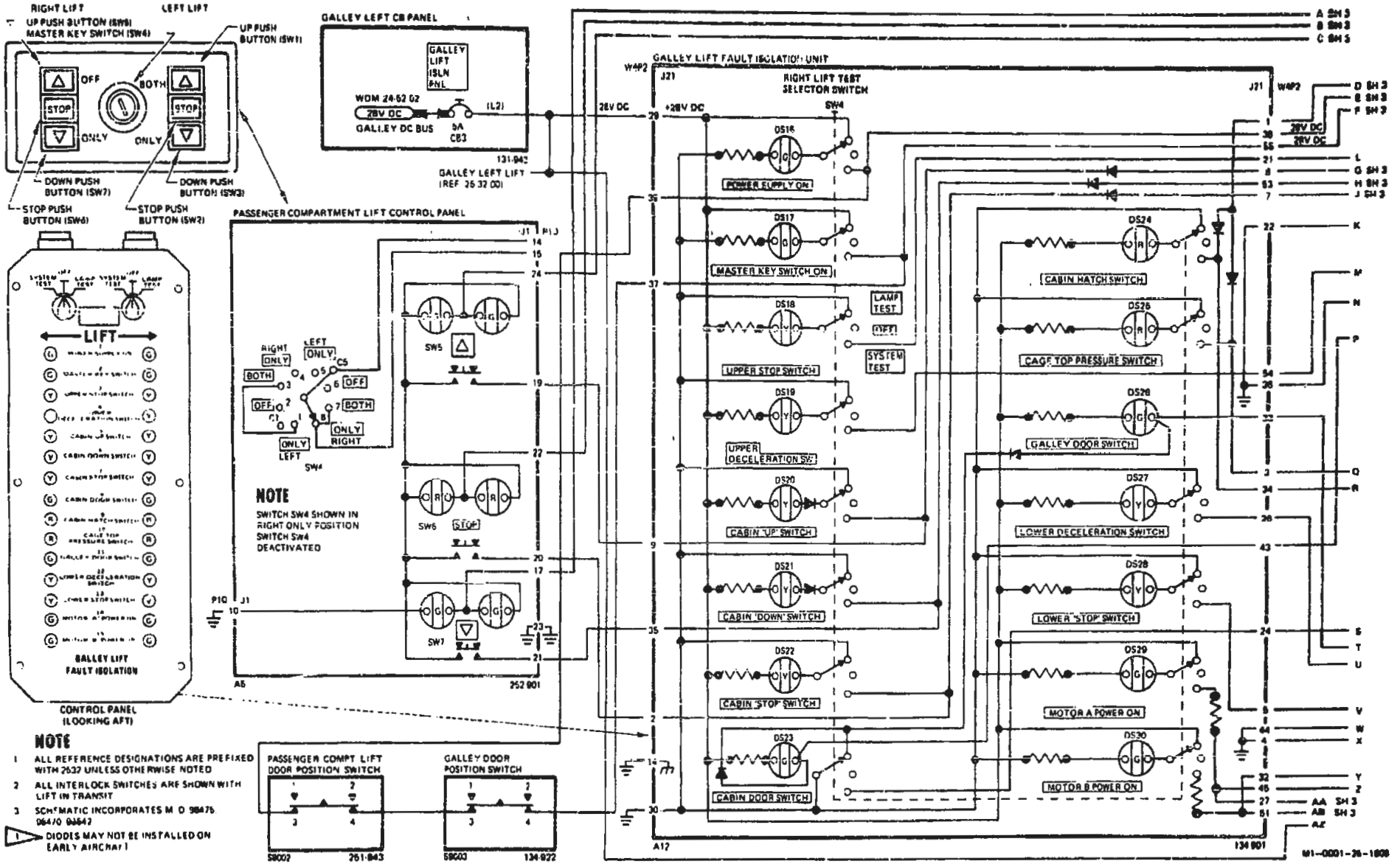
C Galley Left Lift System Electrical Schematic
C Figure 3 (Sheet 2)

R EFFECTIVITY: ALL
R
001B

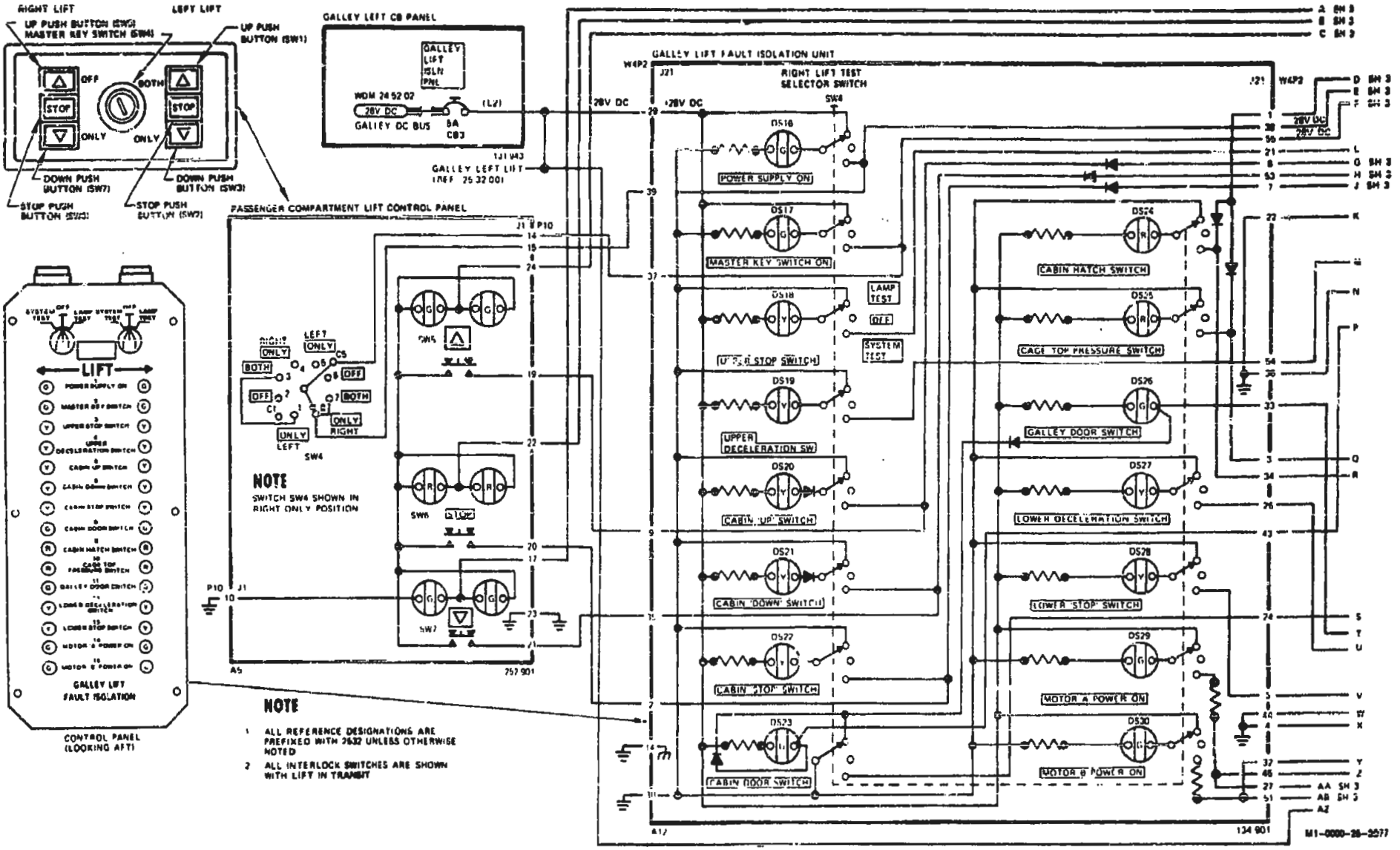


C Galley Left Lift System Electrical Schematic
C Figure 3 (Sheet 3)

R EFFECTIVITY: ALL
R
001B

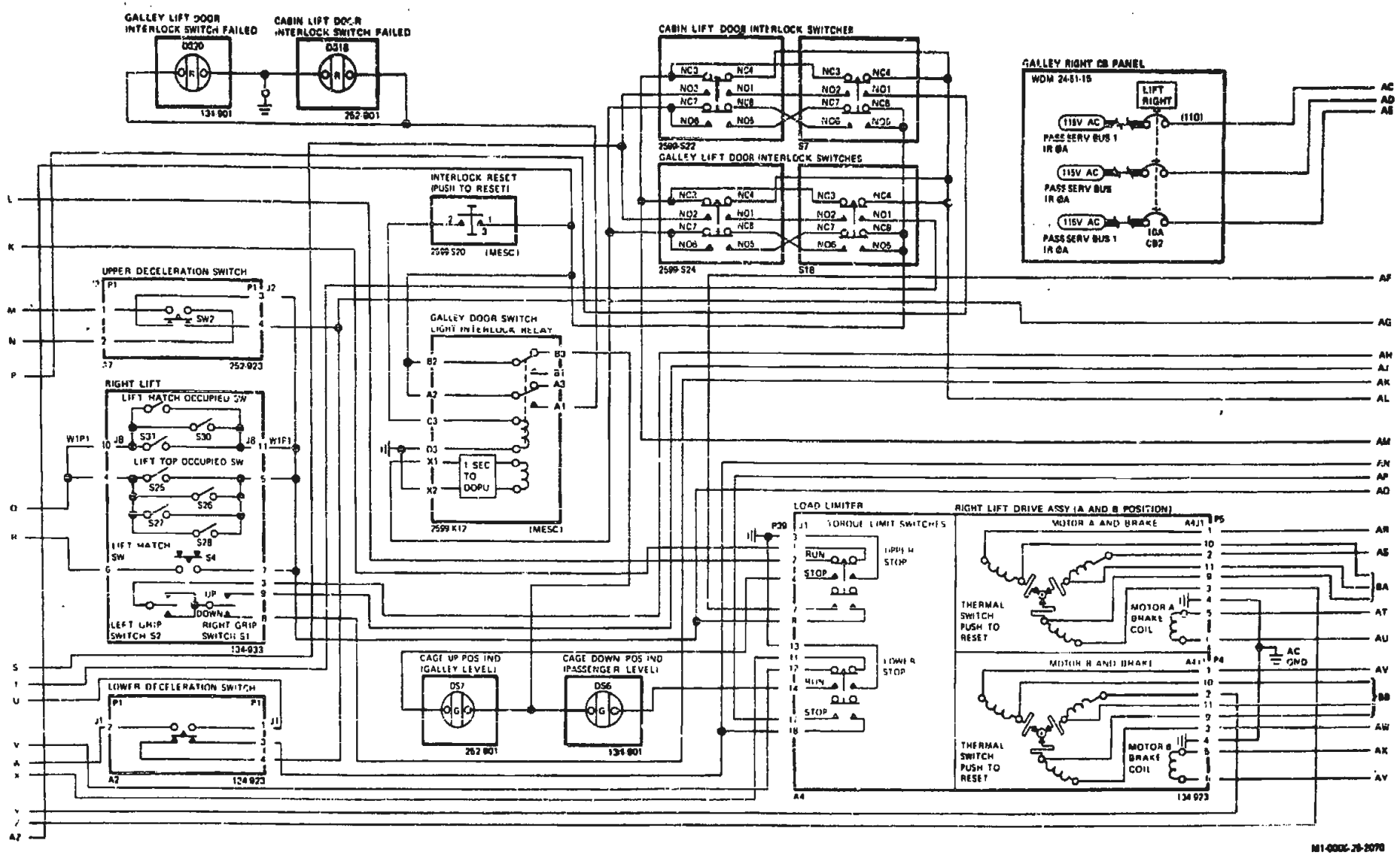


C Galley Right Lift System Electrical Schematic
C Figure 4 (Sheet 1)



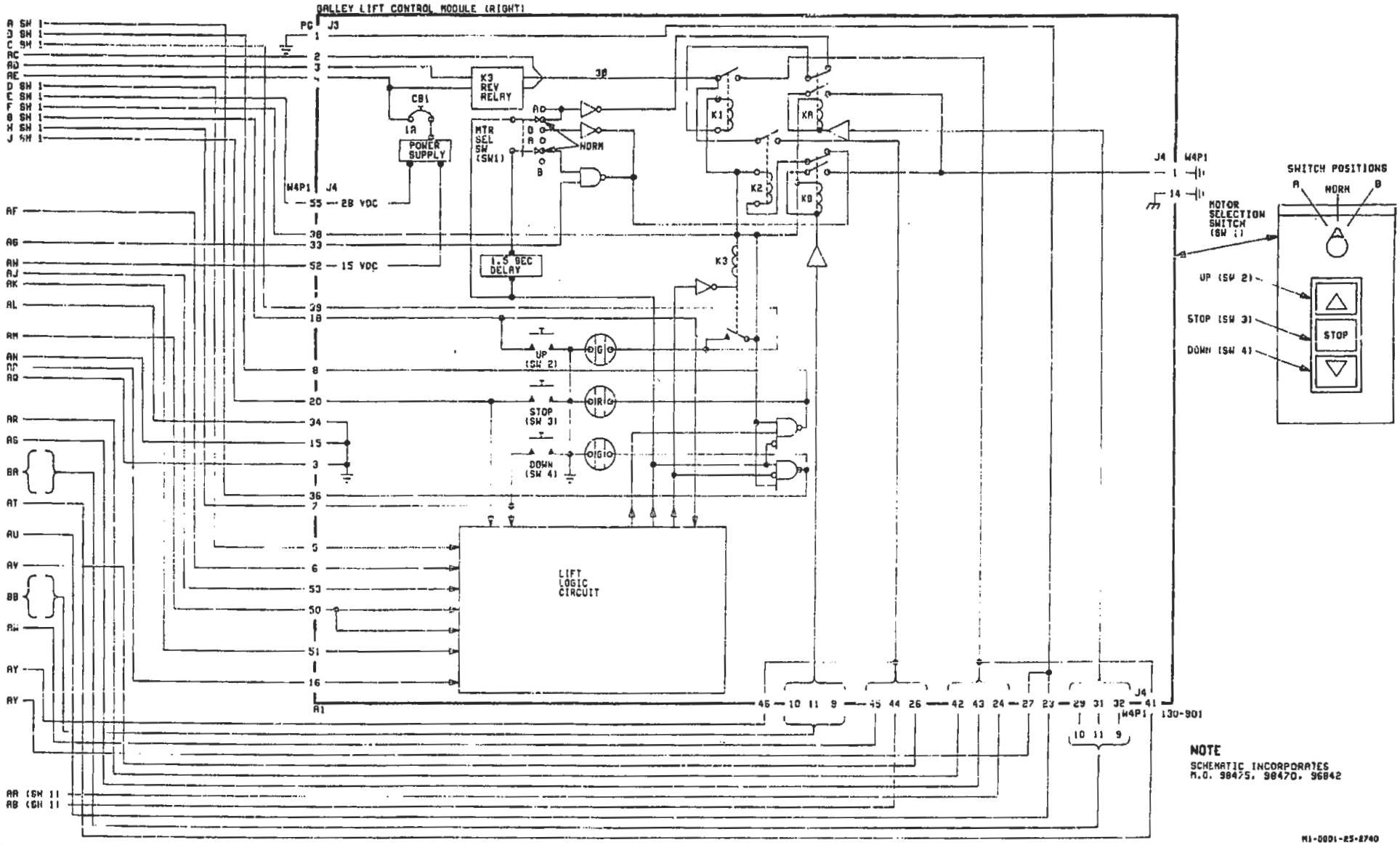
Galley Right Lift System Electrical Schematic
Figure 4 (Sheet 1)

EFFECTIVITY: 032-999



Galley Right Lift System Electrical Schematic
Figure 4 (Sheet 2)

EFFECTIVITY: ALL



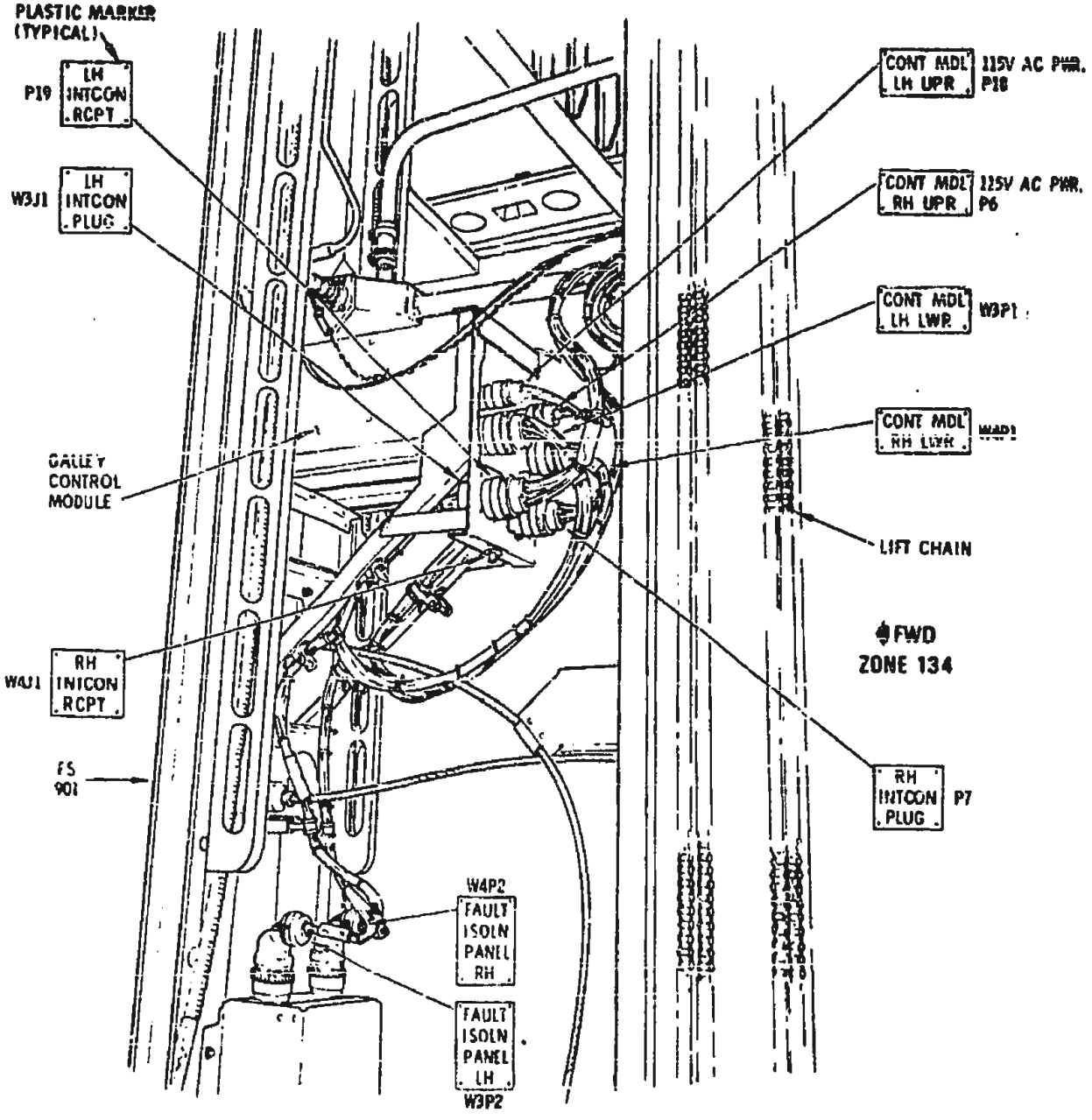
NOTE
SCHEMATIC INCORPORATES M.O. 98475, 98470, 96842

M1-0001-25-8740

Galley Right Lift System Electrical Schematic
Figure 4 (Sheet 3)

EFFECTIVITY: ALL

001B



VIEW FROM INSIDE LH LIFT CAVITY LOOKING FORWARD

NOTE

ALL PLASTIC MARKERS ARE LOCATED 1.5 INCHES FROM END OF WIRE HARNESS

M1-0000-25-3640

CR Galley Lift System Electrical Connector Identification Marker
CR Figure 5

C panel in the galley and above each lift enclosure door in the
C passenger compartment. The light signifies that the lift
C enclosure door can be opened without interrupting the lift
C travel.

An emergency manual drive is provided to lower or raise the lift if the electromechanical system fails. The manual drive is operated by a manual crank located between the galley level lift enclosure doors.

3. Lift

A. Description

The lift (Ref. Fig. 6) is 82 inches high, 18 inches wide, 37-5/8 inches deep, and weighs approximately 100 pounds (empty). Cart restraint assemblies are installed on the floor and on top of the lift. An exit (escape) hatch is located in the ceiling. A folddown step that is part of a fixed shelf is mounted on the back wall. A handle above the shelf and the step enables the attendants to climb onto the shelf and gain access to the hatch. A light is provided in the ceiling of the cage. The wall panels and ceiling are of honeycomb construction with Tedlar facing. Separate control switches with hand holds are mounted on the inboard side panel. A maximum weight of 220 pounds can be placed inside the lift.

4. Passenger Compartment Lift Enclosure

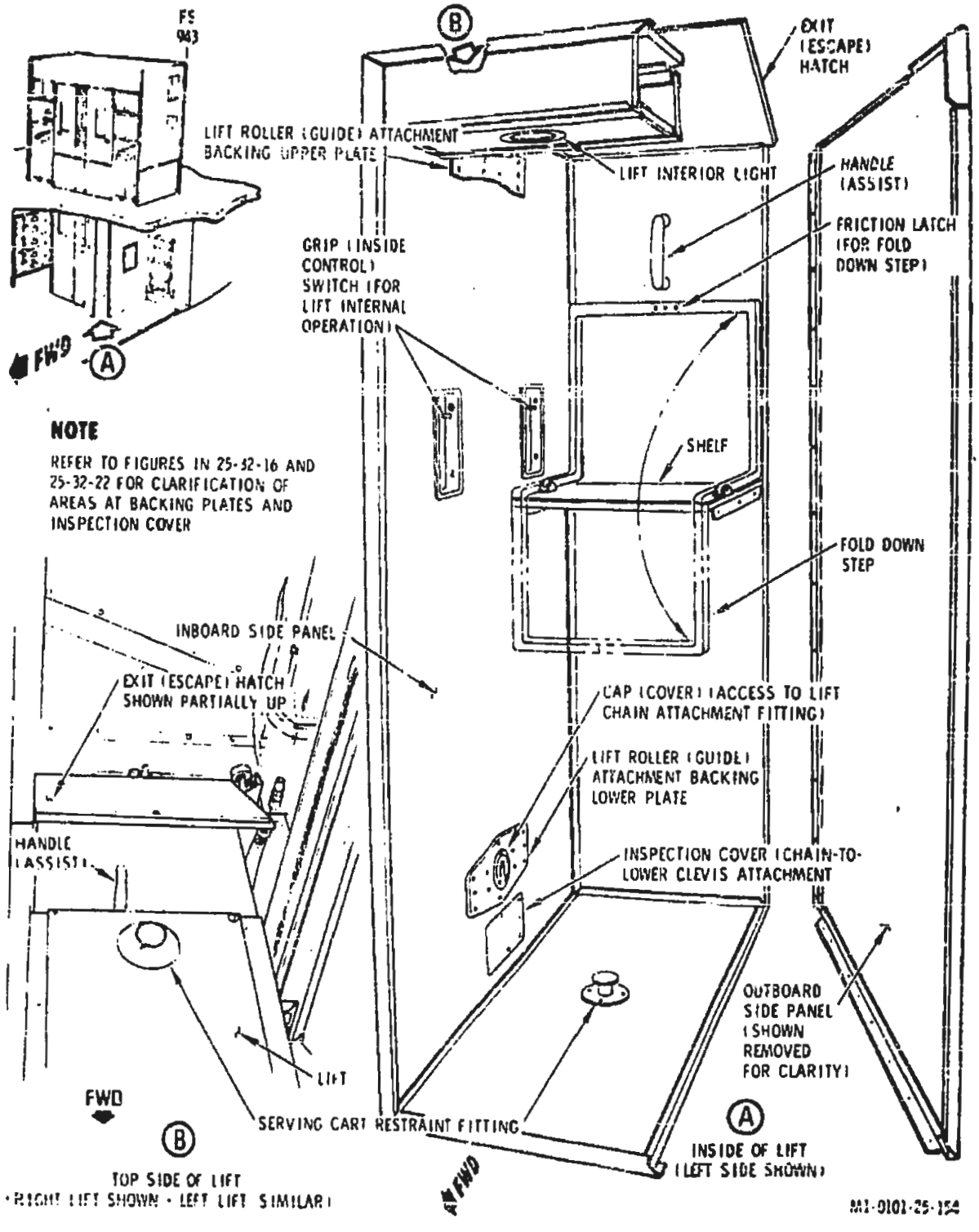
A. Description

Two separate enclosures, one for each lift are an integral part of the passenger compartment mid service center, zones 251 and 252 (Ref. Fig. 1). The sidewalls and back portion of the enclosure have trim panels installed as in the passenger compartment (Ref. 25-26-00). The front is equipped with a door. A CABIN DOOR SWITCH is located at the upper and outboard side of the door, and is used in conjunction with the GALLEY LIFT FAULT ISOLATION panel. Each enclosure has a light mounted near the top of the lift shaft.

5. Galley Lift Enclosure

A. Description

Two separate enclosures, one for each lift are located adjacent to the center column structure at the rear of the


FS 943
B
EXIT (ESCAPE) HATCH
LIFT ROLLER (GUIDE) ATTACHMENT BACKING UPPER PLATE
LIFT INTERIOR LIGHT
HANDLE (ASSIST)
FRICTION LATCH (FOR FOLD DOWN STEP)
GRIP (INSIDE CONTROL) SWITCH (FOR LIFT INTERNAL OPERATION)
FWD
A
NOTE
REFER TO FIGURES IN 25-32-16 AND 25-32-22 FOR CLARIFICATION OF AREAS AT BACKING PLATES AND INSPECTION COVER
SHELF
FOLD DOWN STEP
INBOARD SIDE PANEL
EXIT (ESCAPE) HATCH SHOWN PARTIALLY UP
CAP (COVER) (ACCESS TO LIFT CHAIN ATTACHMENT FITTING)
LIFT ROLLER (GUIDE) ATTACHMENT BACKING LOWER PLATE
HANDLE (ASSIST)
INSPECTION COVER (CHAIN-TO-LOWER CLEVIS ATTACHMENT
OUTBOARD SIDE PANEL (SHOWN REMOVED FOR CLARITY)
LIFT
FWD
B
SERVING CART RESTRAINT FITTING
A
INSIDE OF LIFT (LEFT SIDE SHOWN)
TOP SIDE OF LIFT (RIGHT LIFT SHOWN - LEFT LIFT SIMILAR)
FWD
M1-0101-25-154

Lift
Figure 6

galley, zone 134 (Ref. Fig. 1). The sidewalls and back portion of the enclosure have trim panels as installed in the galley (Ref. 25-33-00). The front of each enclosure is equipped with a door. A GALLEY DOOR SWITCH is located at the upper and outboard side of the door, and is used in conjunction with the GALLEY LIFT FAULT ISOLATION panel.

6. Passenger Compartment Control Panel

A. Description

C This panel is mounted on the face of the center divider
C between the two lift enclosures in the passenger compartment
C mid service center, zone 134 (Ref. Fig. 1). The panel
C contains pushbutton controls for both the left and right
C lifts (Ref. Fig. 2).

7. Galley Control Module and Panel

A. Description

This panel is mounted on the face of the center divider between the two lift enclosures in the galley, zone 134 (Ref. Fig. 1). The panel is used for two lift control modules (one for each lift). The modules contain pushbutton controls for the lifts (Ref. Fig. 3 and 4). A mode selector switch is provided on the panel for each lift to select either motor A, motor B, or NORM.

8. Lift Inside Control Panel

A. Description

This panel includes two separate toggle switches wired in series. Each switch is mounted above a handhold. The switches are mounted far enough apart on the inboard side of the panel to prevent simultaneous actuation with one hand (Ref. Fig. 6).

9. Enclosure Doors

A. Description

C Each passenger compartment and galley lift enclosure opening
C is equipped with a door. The door is made of honeycomb
C paneling covered with Tedlar. The door latch is operable
C from both inside or outside the lift.

10. Power Unit

A. Description

Each lift is powered by a power unit containing two motors (A and B) which operate on 115/200V ac, 3 phase, 400-Hz electrical power (Ref. Fig. 7). The two motor arrangement for each lift provides backup redundancy. The motors are equipped with brakes and manually reset thermo-protectors.

Each power unit incorporates a manual drive assembly. A flex shaft is connected between the manual drive assembly and the handcrank assembly, located on the galley enclosure center divider between the lifts. The lift can be manually raised or lowered, if electrical power has failed; however, greater force will be required at the handcrank to manually raise the lift to overcome weight of lift and any load that is inside.

Each motor is supplied with electrical power through individual receptacles (Ref. Fig. 3 and 4). The speed of the motor power unit output shaft is 122 rpm with both motors operating. Weight of each dual motor power unit is 17.7 pounds.

B. Operation

Two sets of planetary gearing, idler spur gears, a worm and worm gear set for the power unit output, and an irreversible worm gear manual drive are incorporated in each dual motor power unit.

A pinion from one motor functions as the sun gear of the first stage planetary gear set, while the other motor drives the ring gear. The planet carrier output speed, with two motors running, is approximately twice the speed that results from one motor. The brake of the second motor prevents reverse operation through the planetary gear set, when one motor is operating. The planet carrier output of the first planetary gear set drives the outer ring of the second stage planetary gear set, through an idler transfer gear. The sun gear of the second stage planetary gear set is the input of the manual drive. The sun gear is stationary during normal motor operation, and is locked against reverse operation by the irreversible worm gear of the manual drive assembly. The output of the second stage planetary gear set drives a worm which drives the worm gear output. The output worm gear is irreversible.

C C C The lift cage upper and lower limit stop switches are incorporated in the load limiter assembly within the power unit. The output worm gear drives the sun gear of a third

C planetary gear set (Ref. Fig. 7, sheet 2). The outer ring
C (torque transfer ring) contains a cam that is restrained in
C position by two opposing spring-loaded switches. The sun
C gear drives the planet carrier which drives the lift cage
C drive sprocket. The springs are adjusted to restrain the
C torque transfer ring without actuating the switches during
C the normal lift travel up or down; when the lift cage
C contacts the lift cage shock absorbers, the additional
C torque is sensed by the torque transfer ring and the cam
C actuates the applicable up or down torque limit switch. The
C switch sends a stop signal to the control module which stops
C the power unit motor and also turns on the lift enclosure
C door indicator light. A clutch assembly between the second
C stage planetary gear set and the worm gear will slip in the
C event a torque limit switch fails to actuate.

Normally, both motors of a dual motor power unit operate a lift. Either motor has sufficient power to operate a lift at approximately one-half the normal speed, when the opposite motor has failed. The lift operating time in either direction, between the passenger compartment and galley levels, is approximately seven seconds with both motors functioning.

11. Chain

A. Description

Two drive chains are used to raise and lower each lift. The chains are installed in a loop from the lower drive sprocket around the upper idler sprocket. The chain ends are connected to the lift lower attachment fitting.

12. Drive Sprocket Assembly

A. Description and Operation

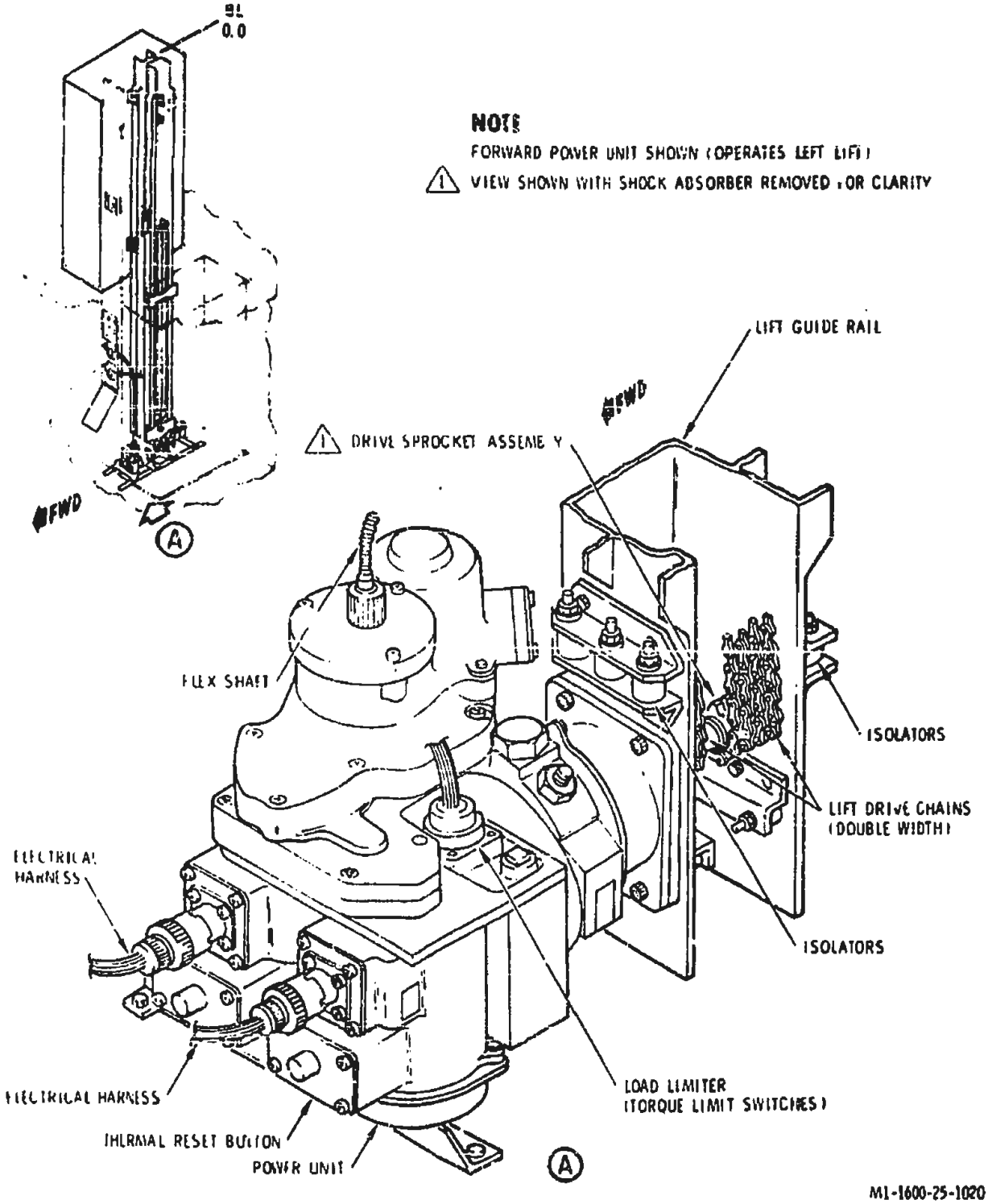
Two drive sprocket assemblies, one for each lift (Ref. Fig. 12), are used in the galley lift system. The assemblies are installed on the lift guide rail at the bottom of the lift shaft.

The drive sprocket assembly is a dual-redundant item. The assembly consists of:

Two Sprockets

Mounting Plate

Power Unit Mount



Galley Lift Power Unit
Figure 7 (Sheet 1)

EFFECTIVITY: ALL

Outer Shaft

Inner Shaft

Drive Shaft Fail Indication (Visual)

The outer shaft is hollow. The inner shaft is solid with a splined end. The spline protrudes through the power unit mount and mates with the power unit shaft assembly. The drive shaft visual fail indication monitors the inner shaft. Failure of the inner shaft actuates the visual indicator. The sprockets continue to drive the outer shaft, or vice versa, if the inner shaft fails.

C 13. Lift Cage Attachment Assembly

A. Description

The galley lift system includes two lift attachment fittings (Ref. Fig. 2 and 6). A fitting is installed at the lower and upper roller assemblies on the inboard wall of each lift, zone 134. The fittings are located approximately 12 inches above the lift floor and below the lift ceiling, and are flush with the interior surface of the wall.

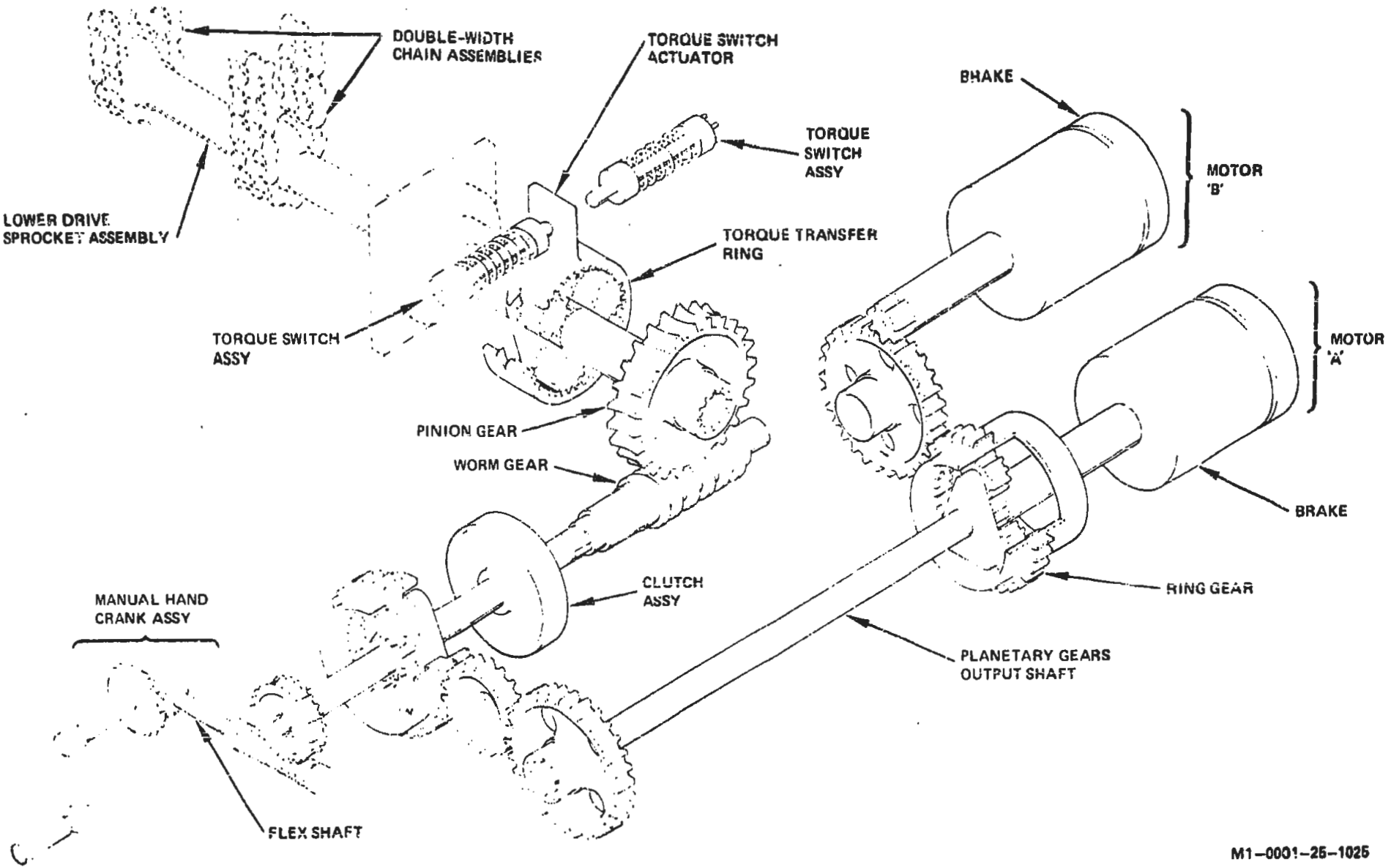
The lift chain attachment assembly (Ref. Fig. 13) is connected to the lower lift attachment fitting by four bolts accessible from inside lift cage below round cover plate. The assembly consists of a cage attachment block, a balance yoke, two double acting chain tension spring assemblies with adjusting turnbarrels, and four dual-width chain attach fittings.

B. Operation

The lift chain attachment assembly is connected to the chains (lift cage resting on maintenance stops) and the turnbarrels adjusted to apply a preload tension on the chains. The assembly is then positioned (manual handcrank) and attached to the cage. The double acting chain tension spring assemblies act to maintain a predetermined spring tension on the chains to eliminate slack in the unloaded portion of the chains during cage travel and when contact is made with the cage shock absorbers (stops).

14. Idler Sprocket Assembly

A. Description



C
C Galley Lift Power Unit
Figure 7 (Sheet 2)

R EFFECTIVITY: ALL
R
001B

Two idler sprocket assemblies (Ref. Fig. 14), one for each lift, are used in the galley lift system. Each assembly is installed on each of the lift guide rails.

Each idler sprocket assembly includes two sprocket wheels, an outer shaft, and an inner shaft. The idler sprocket provides the upper support and guide for the lift drive chains.

C 15. Deceleration Switch Assembly

A. Description

C Four deceleration switch assemblies are provided in the
C galley lift system. Two assemblies are used for each lift
C drive system. Each switch assembly consists of a bracket
C and a deceleration switch. A slotted hole in the bracket
C provides the switch with a plus or minus one-half inch
C vertical adjustment from a nominal location. The switch
C assembly bracket must be parallel and within 0.0625 to 0.125
C inches to the lift (inboard and forward edge of lift) when
C the lift is fully lowered.

The switch assemblies are mounted on the lift guide rails (Ref. Fig. 2). The deceleration switches are part of the control circuit for the galley lift electrical system (Ref. Fig. 3 and 4). The switches shut off one motor of the power unit to reduce the lift travel speed by one-half as it approaches the lift cage shock absorbers. The stop switches are incorporated in the load limiter assembly within the power unit.

16. Flex Shaft

A. Description

Two flex shafts are provided in the galley lift system. Each shaft consists of an inner cable and an outer shield. The flex shafts are used to manually lower the lifts. The shafts are identical except for length. Each shaft provides a mechanical connection between the manual drive and the manual drive input of the power unit (Ref. Fig. 7).

17. Manual Drive

A. Description

Two manual drive assemblies are provided for the galley lift system. Each lift drive system has one assembly. The

assemblies are mounted one above the other on the lift center divider in the galley, zone 134.

Each manual drive assembly consists of:

Mounting base

Folding Crank Handle

Input Shaft

Mating Gears

Output Shaft

A flex shaft connects the output shaft to the manual drive input of the applicable power unit (Ref. Fig. 7). The shorter flex shaft is installed between the upper drive and the power unit for the left lift.

The manual drives provide an emergency method to lower the lifts. Rotation of the upper (left lift) or lower (right lift) drive handle raises or lowers the lift. The maximum torque required on the handle to lower a loaded lift is six pounds.

18. Lift Upper Roller Assembly

A. Description

One upper roller assembly is attached near the top of the inboard side of each lift (Ref. Fig. 2). The assemblies, which mate with the lift guide rail, provide support and vertical guidance to the upper end of the lift. Each upper roller assembly includes a left and a right roller support bracket, four permanently lubricated roller assemblies, and six bolts.

The roller assemblies on each support bracket ride in opposite channel sections of the lift guide rail. The rollers are located to restrict fore, aft, and side movement. However, the roller assemblies permit vertical travel with minimum friction.

19. Lift Lower Roller Assembly

A. Description

One lower roller assembly is attached near the bottom of the inboard side of each lift (Ref. Fig. 2). Each assembly,

which mates with the lift guide rail, provides support and vertical guidance to the lower end of the lift. Each lower roller assembly includes a trunnion, a left and a right roller support bracket, four permanently lubricated roller assemblies, and six bolts. The lower roller assembly installation is similar to the upper roller assembly. The function and operation of the lower roller assembly is identical to the upper roller assembly.

20. Lift Power Service Loop

A. Description

There are two power service loops provided in the galley lift electrical system (Ref. Fig. 3), one for each lift.

A service loop is defined as the cable harness assembly that provides electrical circuits between a fixed receptacle on the aircraft and a fixed receptacle on the lift. The power service loop installation for each lift provides an arrangement to prevent fouling of the cable harness.

Lift power loop is guided in facing channels. A stationary channel is secured to aircraft structure. The other (movable) channel is mounted on the inboard side of the lift. The sides of the channel allow vertical movement but prevent side movement of the service loop as the lift is raised or lowered.

The power service loop installation (Ref. Fig. 8) for each lift consists of:

Brackets

Cable Guard

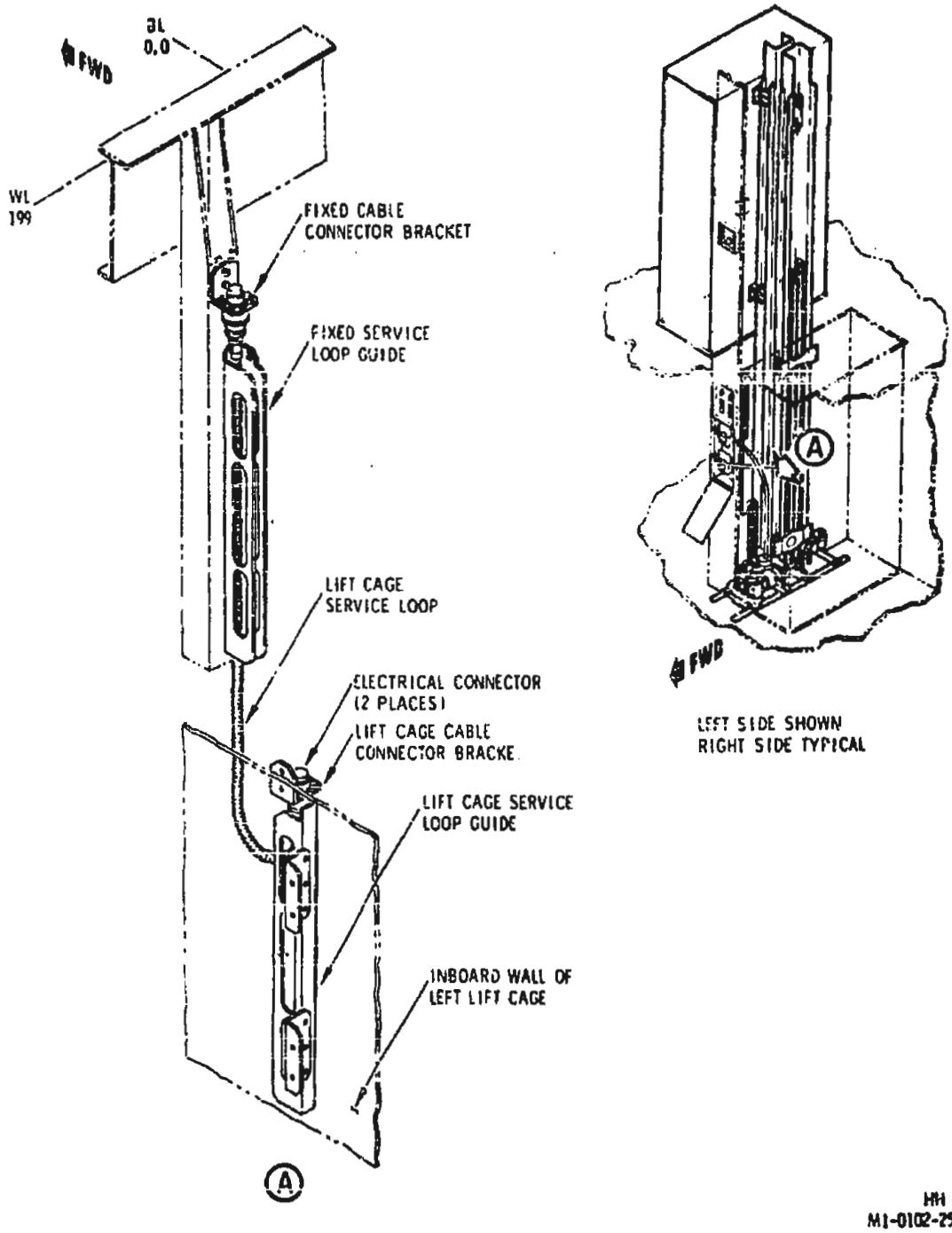
Associated Hardware

The lift power loops are installed in the area between two lifts, zone 134.

21. Lift Rub Strips

A. Description

Galley lift rub strips are installed on the outboard and aft sides of each lift shaft area in a vertical position (Ref. Fig. 9).



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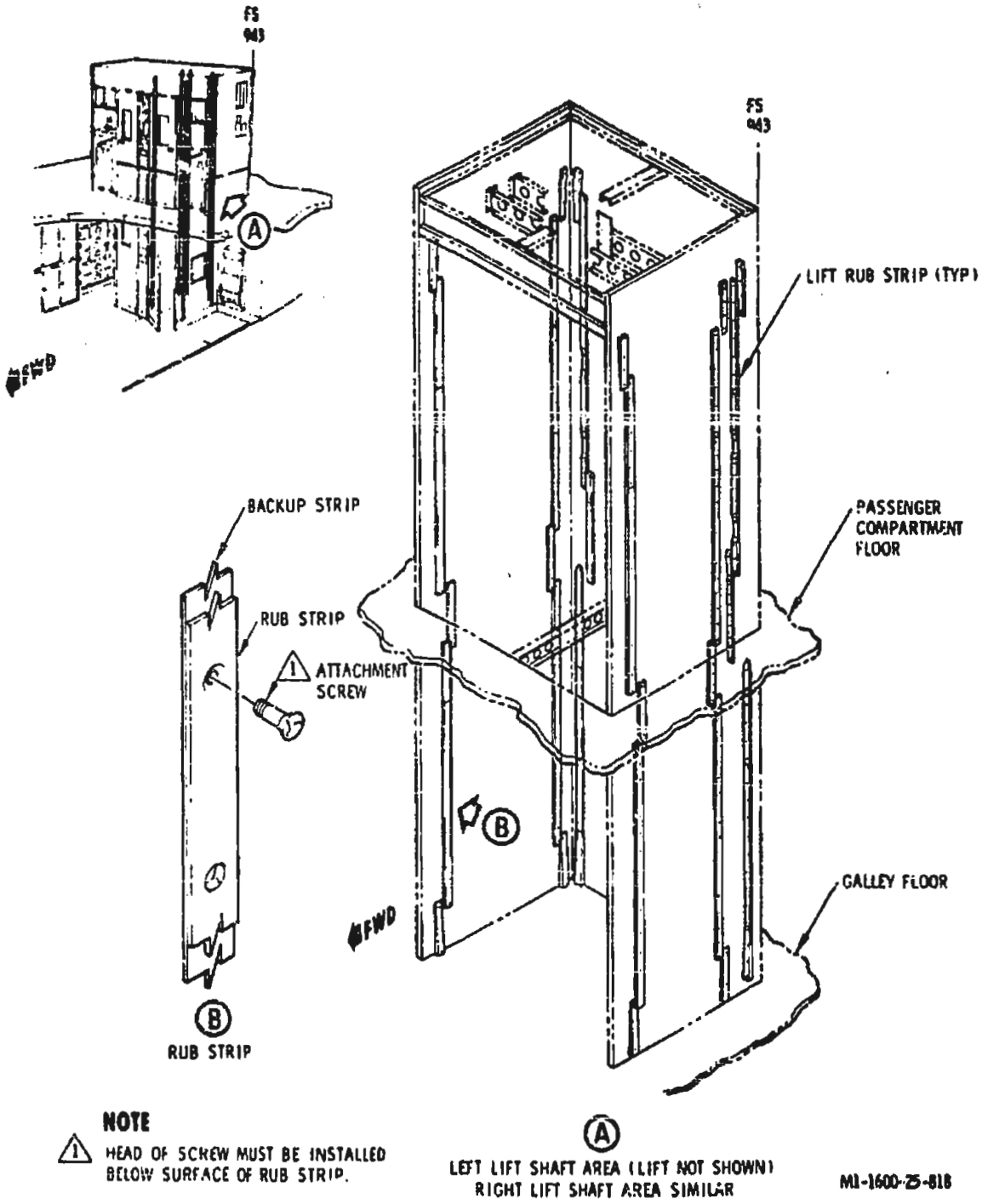
Lift Power Service Loop
Figure 8



Galley Lift Rub Strips
Figure 9

These strips are permanently attached to aircraft structure with countersunk screws.

Wear tolerance for any lift rub strip is as follows: replace strip if head of strip attachment screw protrudes beyond the rub area of the strip.

22. Galley Lift Cage Maintenance Stops

A. Description

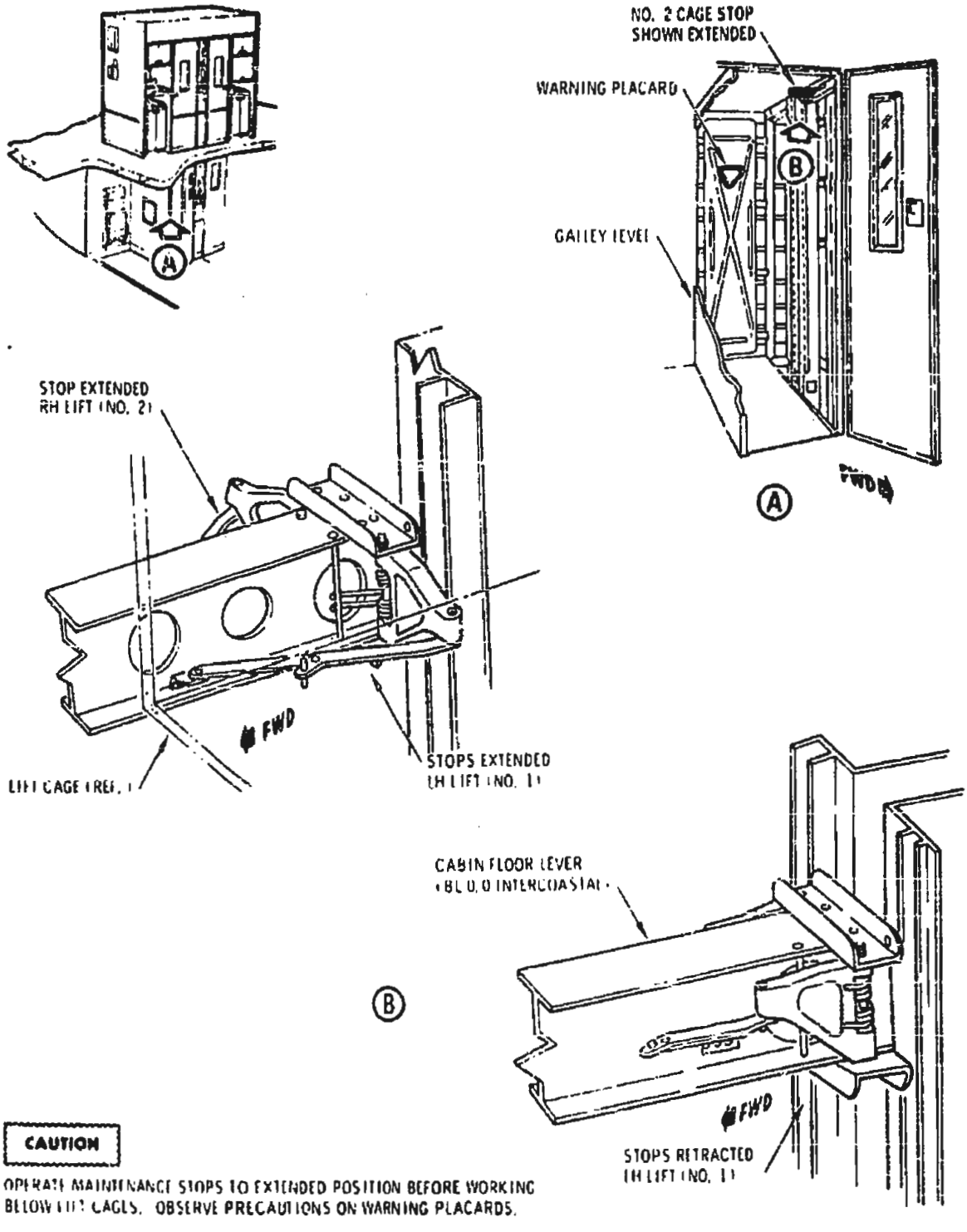
Maintenance stops are installed on the galley lift cage support structure between the lifts. They support the lift cage slightly below the full up position during maintenance operations involving the lift support or power drive units, chains, sprockets, or attachment fittings (Ref. Fig. 10).

The lift stops are positioned into place after first raising the lift to the full up position, and then lowering the lift down onto the maintenance stops manually, using the handcranks on the galley control panel. Electrical power should not be used to lower the lift onto the maintenance stops.

C 23. Galley Lift Cage Shock Absorbers

A. Description

Two lift cage shock absorbers for each galley lift provides upper and lower limit stops for the lift cage (Ref. Fig. 11). The units are identical and consist of a mounting bracket welded to a closed end tube containing dual (inner and outer) compression springs and a plunger with a replaceable polyurethane pad. Plunger travel is limited to approximately one inch maximum. Each shock absorber is bolted to a support bracket which is mounted between the roller chains and is bolted to the guide rails. Slotted holes in the guide rail structure and serrated plates provide adjustment capability. The upper unit is mounted with plunger contacting the upper inboard edge of the lift cage top. The lower unit is mounted just above the lower drive sprocket; a strike assembly bracket attached to the inboard panel of the lift cage contacts the shock absorber plunger. Adjustment is made by installing upper unit in lower end of slots and lower unit in upper end of slots, then operating lifts and repositioning shock absorbers as required to make lift floor stop at the passenger compartment and galley floor levels.



CAUTION

OPERATE MAINTENANCE STOPS TO EXTENDED POSITION BEFORE WORKING BELOW LIFT CAGES. OBSERVE PRECAUTIONS ON WARNING PLACARDS.

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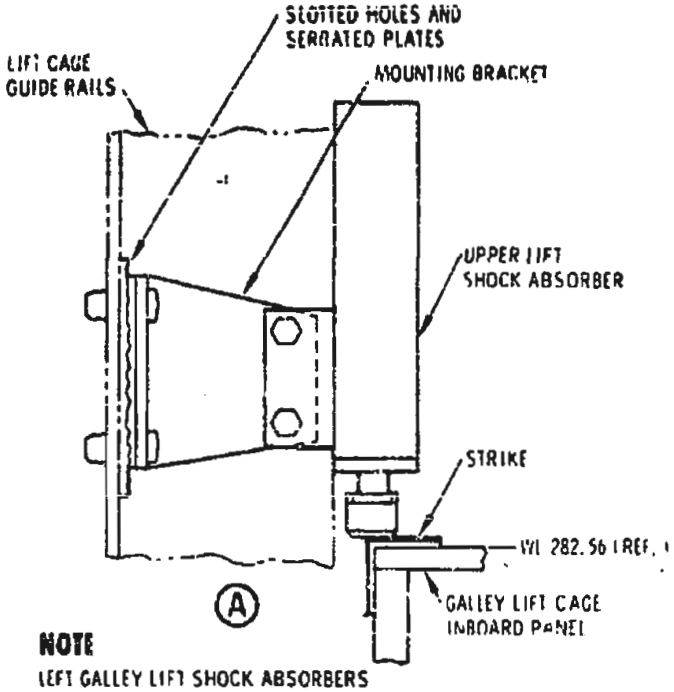
C
C

Galley Lift Cage Maintenance Stops
Figure 10

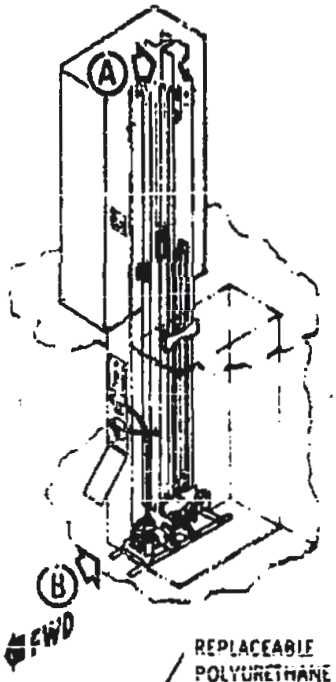
R
R
001B

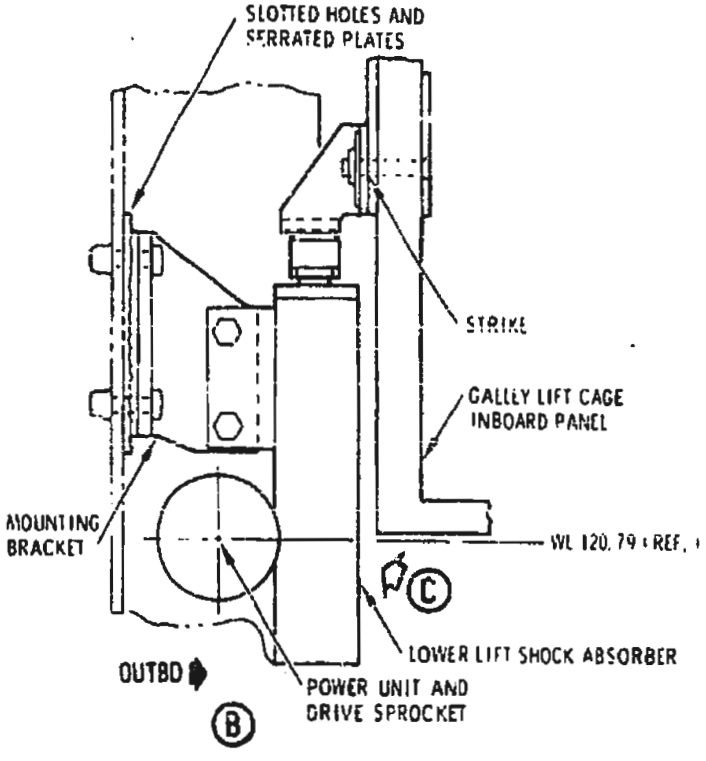
EFFECTIVITY: ALL

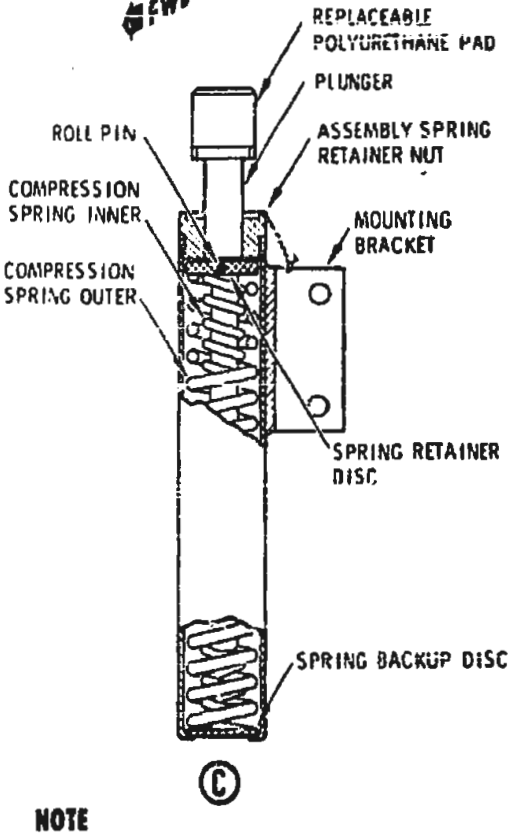


NOTE

LEFT GALLEY LIFT SHOCK ABSORBERS SHOWN RIGHT LIFT INSTALLATION IDENTICAL





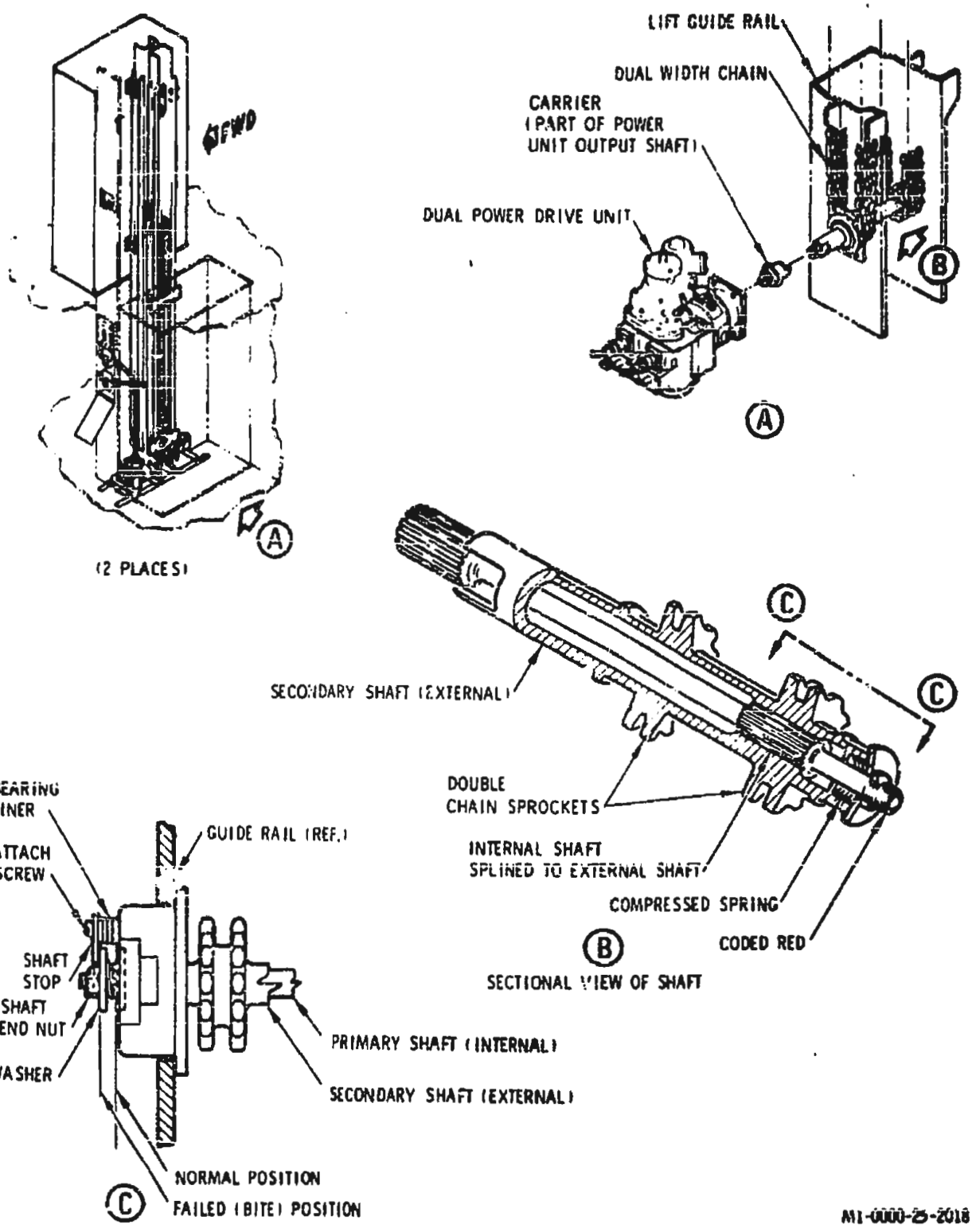


NOTE

SHOCK ABSORBER IS TYPICAL 2 PLACES FOR EACH CAGE ASSEMBLY. ONE ASSEMBLY FOR UPPER LIMIT STOP AND ONE UNIT FOR LOWER LIMIT STOP

M1-1600-25-1024

C C Galley Lift Cage Shock Absorbers
Figure 11



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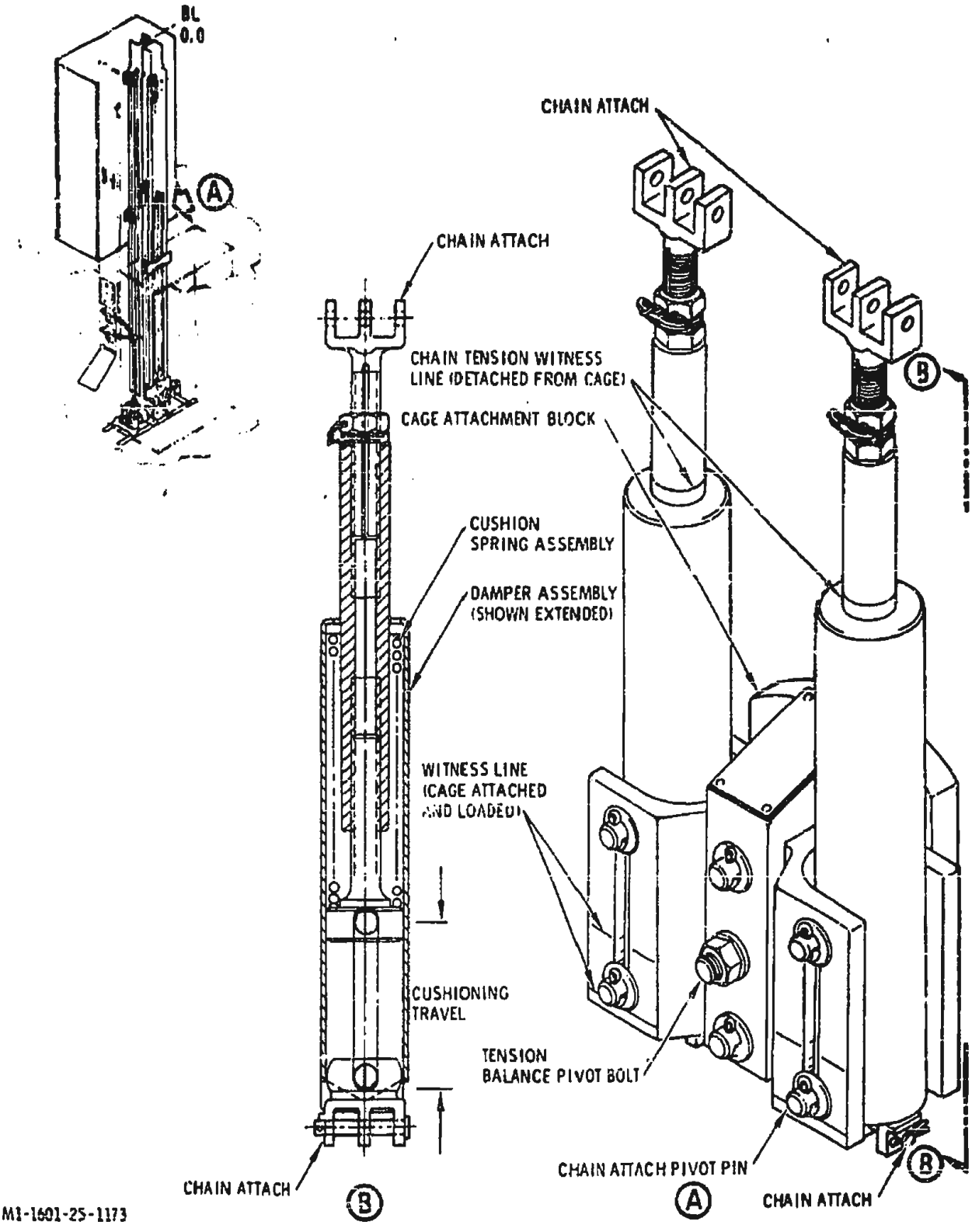
C
C

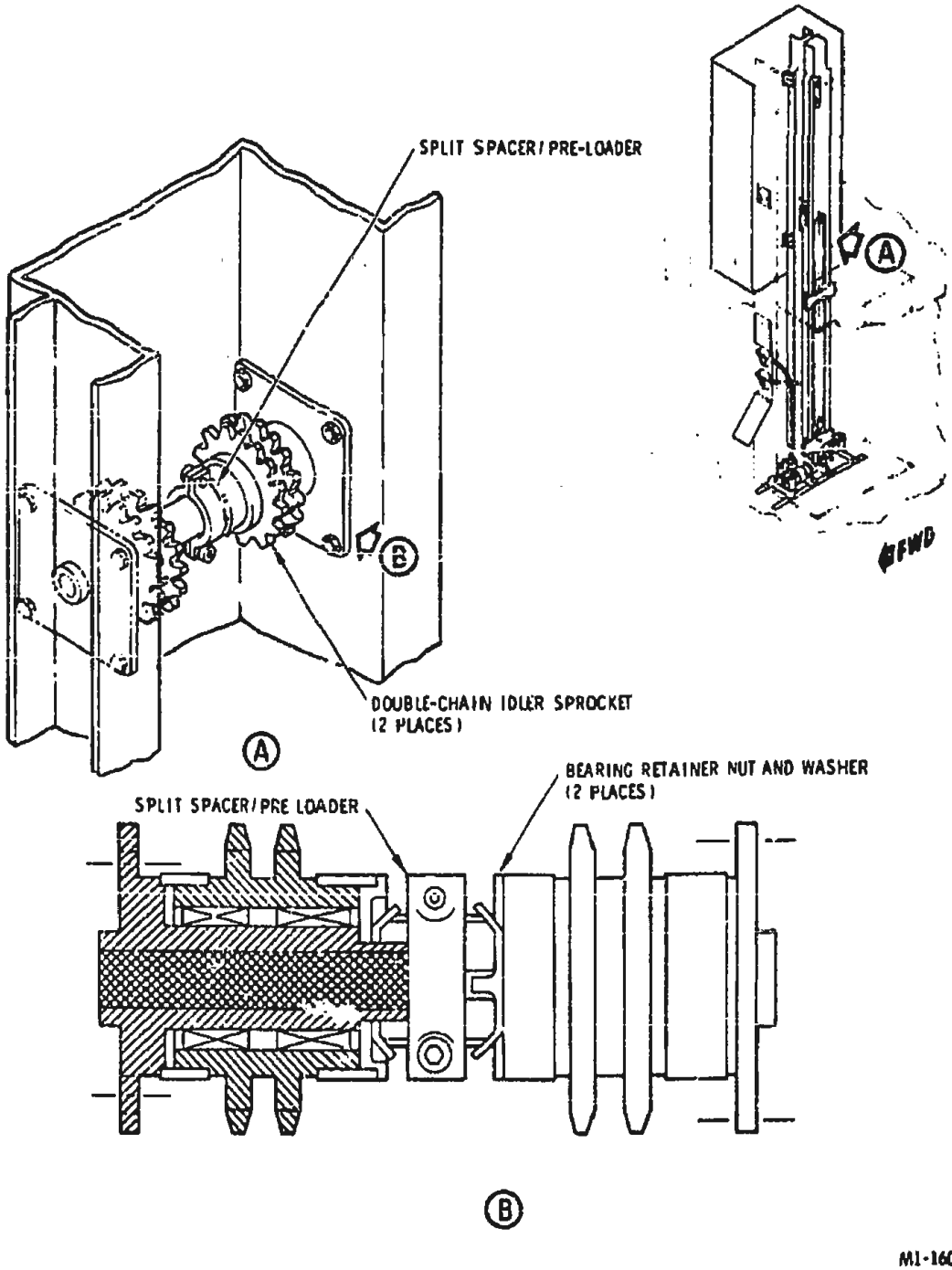
Drive Sprocket Assembly
Figure 12

R EFFECTIVITY: ALL
R
001B



C
C Lift Cage Attachment Assembly
Figure 13

R EFFECTIVITY: ALL
R
001P



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C C Lift Upper Idler Sprocket Assembly
Figure 14

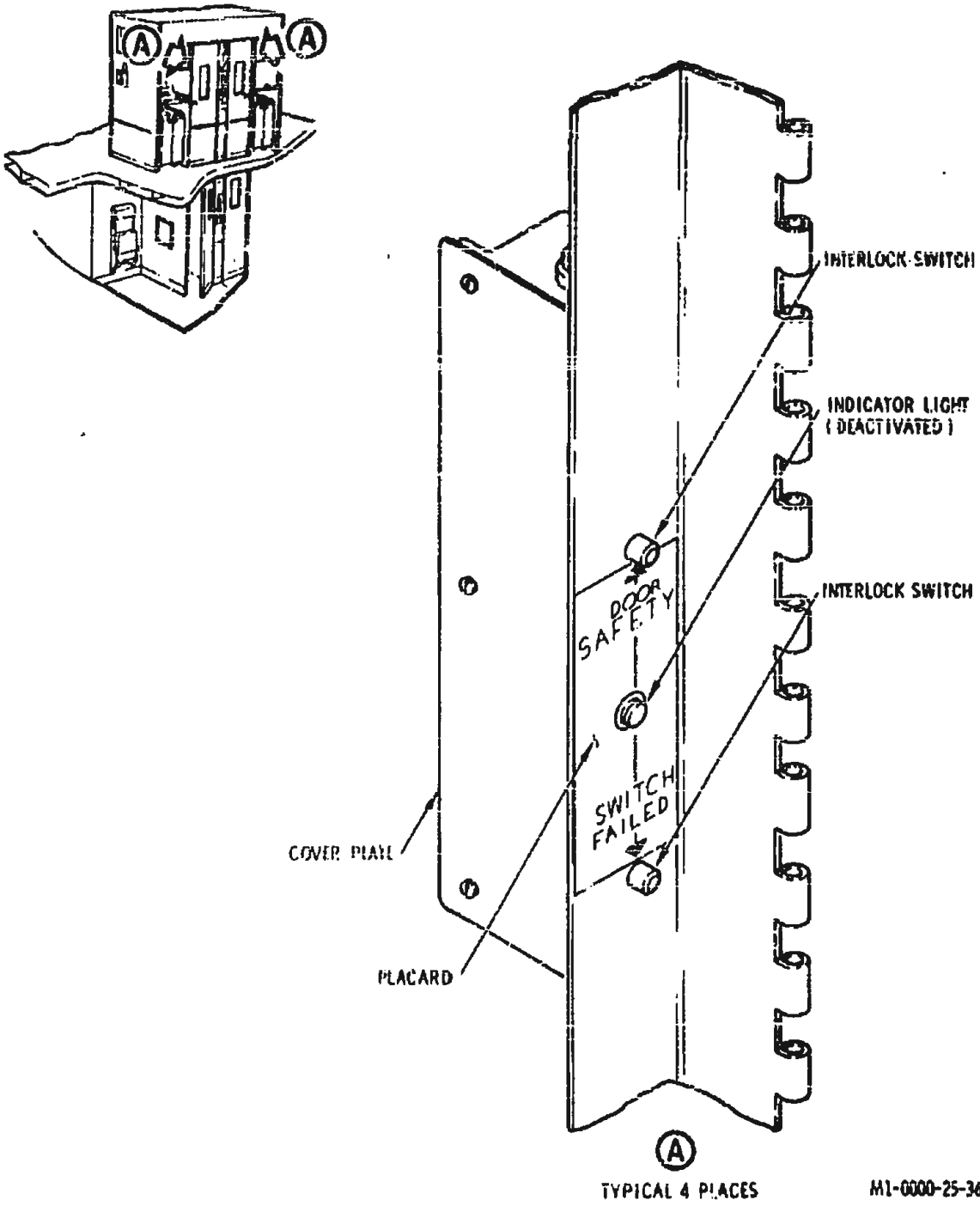
C 24. Lift Cage Position Indicator Lights

A. Description

The lift enclosure doors cannot be opened without stopping lift travel unless the lift is at up or down position. Four green indicator lights provide visual indication when the lift cages are in the fully up or down position. There are two lights for each lift. In the galley area, the lights are located on the center panel between the lifts at approximately eye level. In the passenger compartment, the lights are located in the trim panel above each lift enclosure door. The lights are turned on by the torque switches in the load limiter assembly within the power unit. The same switches also send the lift stop signal to the control module (Ref. Fig. 3 and 4).

25. Lift Door Interlock Switch Failed Indicator Lights

CR A. Description DEACTIVATED AND NOT MAINTAINED



CR Galley Lift Door Interlock Switch Failed Indicator Light
CR Figure 15

GALLEY LIFT SYSTEM - FAULT ISOLATION

1. General

R The diagrams and schematics in this section can be used for
R fault isolation any time a fault is reported or suspected. The
R PREREQUISITES listed at the top of each fault isolation diagram
R must be satisfied prior to starting fault isolation. Uncommon
R abbreviations are defined on the using fault isolation diagram
R or schematic.

R If the flight crew reports a trouble using a fault code number,
R the code number can be found in the Fault Isolation Reference
R Table in the Chapter 25 Fault Code Index. The index specifies
R the exact maintenance manual section, fault isolation diagram,
R and block number on the diagram where fault isolation procedure
R should start. Schematics are included at the end of the section
R to supplement the fault isolation diagrams or as an aid in
R isolating a problem not covered on the fault isolation diagrams.

R Refer to Maintenance Manual Introduction for a more detailed
R description of the Fault Isolation Reporting Method (FIRM) and
R use of fault isolation diagrams/schematics.

2. Fault Isolation Panel (FIP)

A. Description

The fault isolation panel located between the left and right lifts in the galley, zone 131, will assist to electrically fault isolate the lift system. Reference to the panel lights is made throughout the fault isolation diagrams. The panel lights must be tested (LAMP TEST) before beginning the fault isolation procedure.

B. Operation

CAUTION: SELECTOR KNOB AT TOP OF GALLEY LIFT FAULT ISOLATION PANEL MUST BE POSITIONED TO OFF AFTER GALLEY LIFT FAULT ISOLATION TESTING IS COMPLETED. THE LIFT WILL BECOME INOPERATIVE IF THE GALLEY LIFT ISLN PNL CIRCUIT BREAKER ON THE GALLEY LEFT CIRCUIT BREAKER PANEL IS OPEN OR TRIPS AND THE SELECTOR KNOB IS IN THE SYSTEM TEST POSITION.

(1) Turn on electrical power (24-41-00).

R (2) On galley left circuit breaker panel, zone 131, verify LIFT LEFT (2C) and GALLEY LIFT ISLN PNL (21L) circuit breakers are closed.

R On galley right circuit breaker panel, zone 131, verify LIFT RIGHT (11G) circuit breaker is closed.

(3) Rotate left (or right) selector knob on GALLEY LIFT FAULT ISOLATION panel to LAMP TEST position. Fifteen lights (green, yellow, and red) must come on for left (or right) lift system.

NOTE: The selector knob is spring loaded to the OFF position.

R (4) Rotate left (or right) selector knob to OFF position. All lights must go off.

(5) Rotate left (or right) selector knob to SYSTEM TEST position.

R (6) Position the operative lift in same relative position
R as the faulted lift before proceeding with fault
R isolation procedure. Compare lights on panel.

(7) Continue fault isolation using panel light indications and diagrams listed in Table 101.

3. Fault Isolation Panel and Lift Control Module Connector Swapping

Limited fault isolation of the galley lift control module (CM) and the Fault Isolation Panel (FIP) may be accomplished by swapping the electrical connectors of the units (Ref. Fig. 101). The FIP may be totally isolated from the system if an electrical fault exists within the FIP.

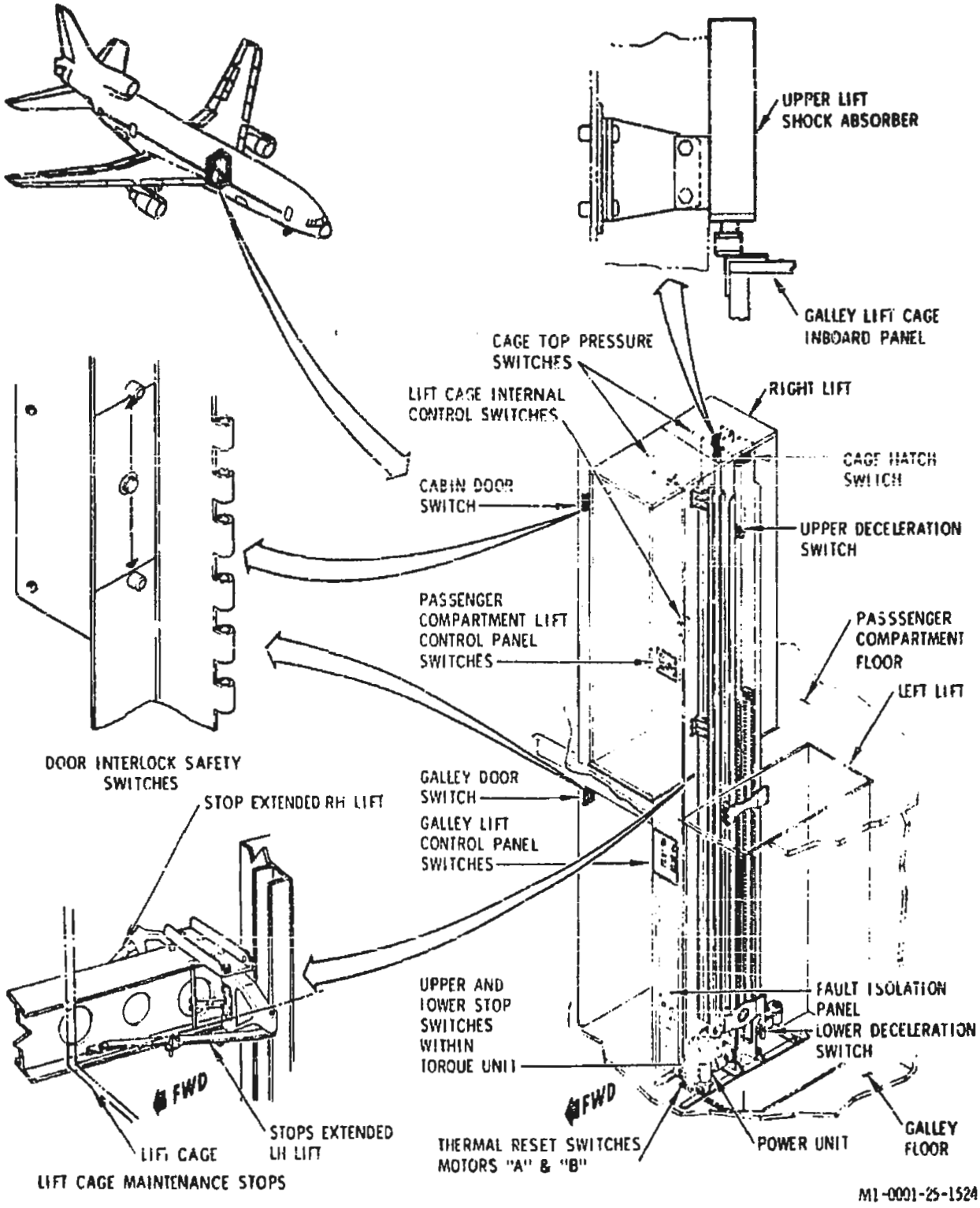
NOTE: Swapping connectors may be used to confirm suspected faulty units but should be minimized to prevent potential damage to the connector pins. The applicable LIFT LEFT (2C) or LIFT RIGHT (11G) and the LIFT ISLN PNL (21L) circuit breakers must be opened before disconnecting or connecting plugs to prevent damage to serviceable control module units.

4. Fault Isolation/Identification

Table 101 lists the galley lift system fault isolation diagrams and electrical schematics. Figure 100 is a locator diagram for galley lift system components.

Galley Lift Systems Fault Isolation Diagrams and Electrical Schematics
Table 101

	TITLE	FIGURE
R	Galley Lift System Component Locator	100
	Galley Lift System Electrical Connector Identification Marker	101
	Galley Lift Interlock Switch Problems	102
	Galley Lift Stops Short	103
	Galley Lift Operates at Half Speed	104
	Galley Lift Will Not Operate	105
	Galley Lift Will Not Operate Up to Cabin Level	106
	Galley Lift Starts and/or Stops Abruptly	107
	Galley Lift Cage Descends Uncontrolled	108
	Galley Lift Control Switch Problems	109
	Galley Lift Cage Travel Rough/Chatters/Jerks	110
	Galley Left Lift System Electrical Schematic	SCHEM 1
	Galley Right Lift System Electrical Schematic	SCHEM 2

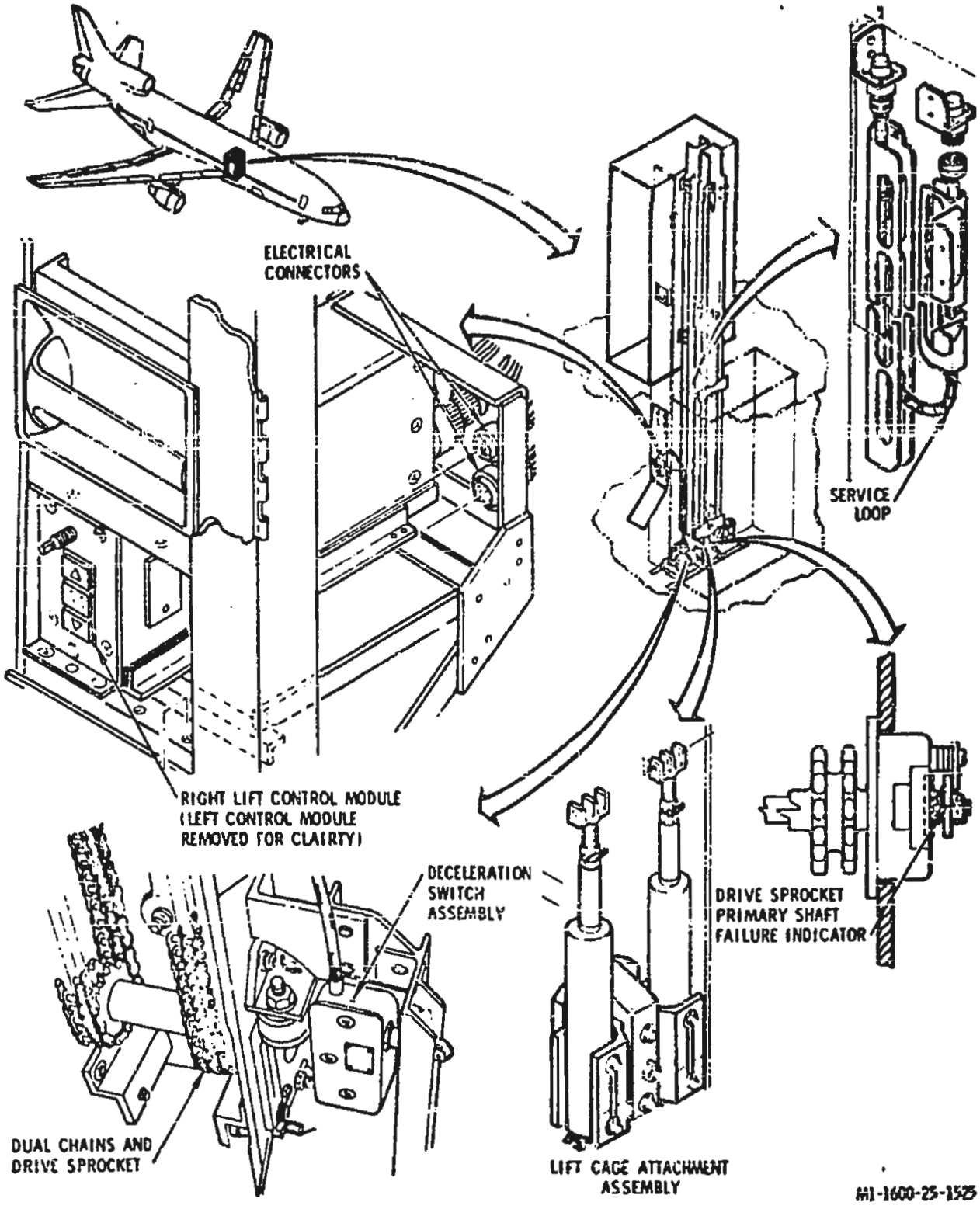


CR
CR

Galley Lift System Comp.nent Locator
Figure 100 (Sheet 1)

EFFECTIVITY: ALL

001B


ELECTRICAL CONNECTORS
SERVICE LOOP
RIGHT LIFT CONTROL MODULE (LEFT CONTROL MODULE REMOVED FOR CLAIRTY)
DECELERATION SWITCH ASSEMBLY
DRIVE SPROCKET PRIMARY SHAFT FAILURE INDICATOR
DUAL CHAINS AND DRIVE SPROCKET
LIFT CAGE ATTACHMENT ASSEMBLY
M1-1600-25-1525

R
R

Galley Lift System Component Location
Figure 100 (Sheet 2)

EFFECTIVITY: ALL

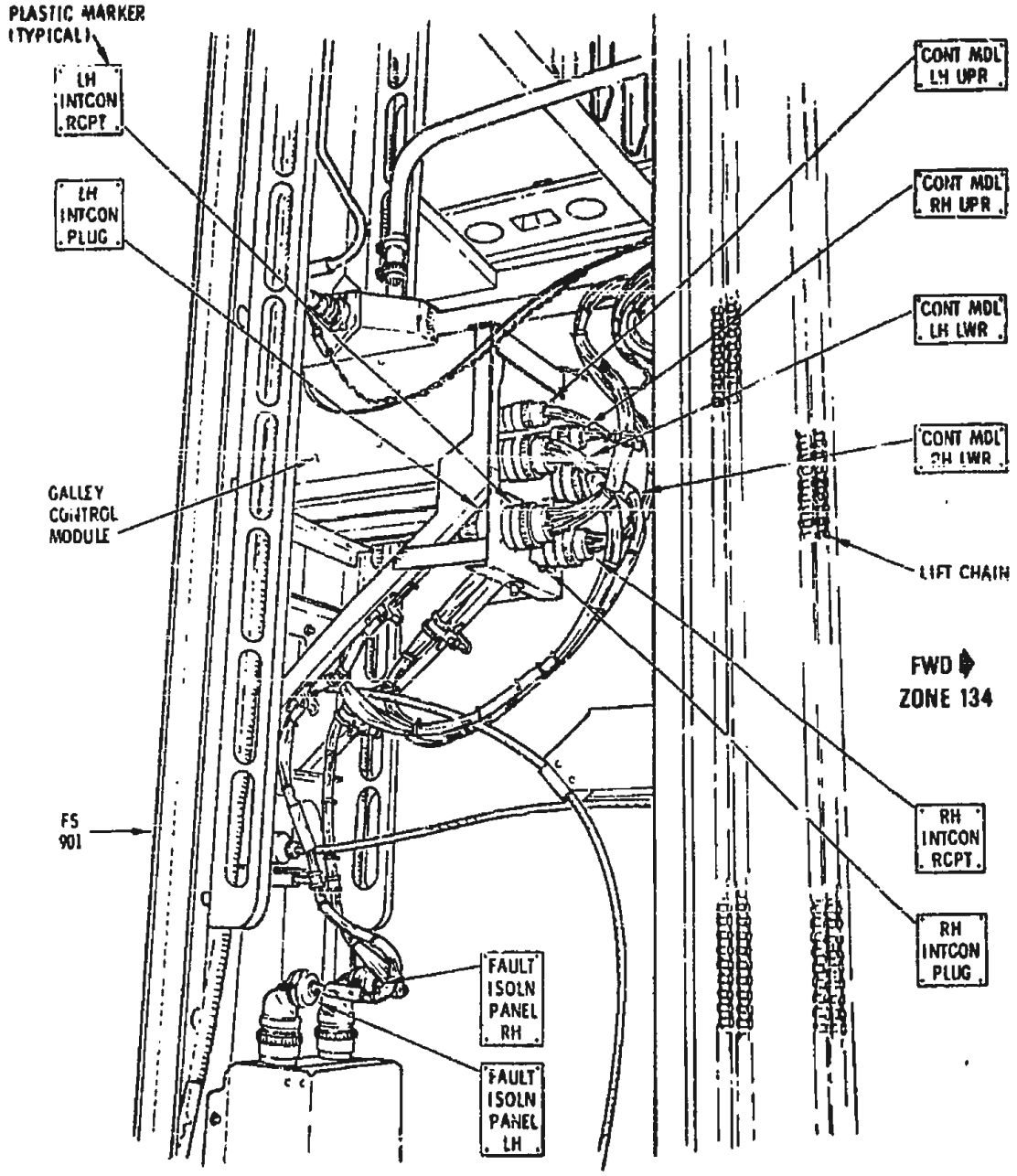
COMPONENT	QTY	AREA/ACCESS	REFERENCE
CONTROLS:			
DECELERATION SWITCH ASSEMBLY	4	LIFT GUIDE RAILS	25-32-13
GALLEY CONTROL MODULE	2	BETWEEN GALLEY LIFT ENCLOSURE DOORS	25-32-05
LIFT CAGE INTERNAL CONTROL SWITCHES	4	LIFT CAGES	25-32-08
LIFT DOOR INTERLOCK SWITCH ASSEMBLY	8	LIFT ENCLOSURE DOORS	25-32-41
PASSENGER COMPARTMENT LIFT CONTROL PANEL	1	BETWEEN CABIN LIFT ENCLOSURE DOORS	25-32-44
DOORS:			
LIFT ENCLOSURE DOORS	4	CABIN AND GALLEY LIFT ENCLOSURE	25-32-07
DRIVE SYSTEM:			
IDLER SPROCKET ASSEMBLY	2	LIFT GUIDE RAILS, CABIN LEVEL	25-32-12
LIFT CHAIN AND CAGE ATTACHMENT ASSEMBLY	2	LIFT CAGES	25-32-22
LIFT POWER UNIT	2	LIFT GUIDE RAILS, GALLEY LEVEL	25-32-08
LIFT SHOCK ABSORBER ASSEMBLY	4	LIFT GUIDE RAILS	25-32-35
LOWER DRIVE SPROCKET ASSEMBLY	2	LIFT GUIDE RAILS, GALLEY LEVEL	25-32-10
LIFT CAGE POWER SERVICE LOOP	2	GALLEY LIFT ENCLOSURE	25-32-18
LIFT CAGE AND ROLLERS:			
GALLEY LIFT CAGE	2	LIFT ENCLOSURE	25-32-01
LIFT CAGE ROLLER ASSEMBLY	4	LIFT CAGES	25-32-16
GALLEY LIFT STABILIZATION ROLLER ASSEMBLY	4	BETWEEN LIFT CAGES, CABIN FLOOR LEVEL	25-32-33
MANUAL DRIVE SYSTEM:			
FLEX SHAFT	2	LIFT ENCLOSURE	25-32-14
MANUAL HANDCRANK ASSEMBLY	2	BETWEEN GALLEY LIFT ENCLOSURE DOORS	25-32-15

M1-0000-25-2834

R
R Galley Lift System Component Locator
Figure 100 (Sheet 3)

EFFECTIVITY: ALL

0018



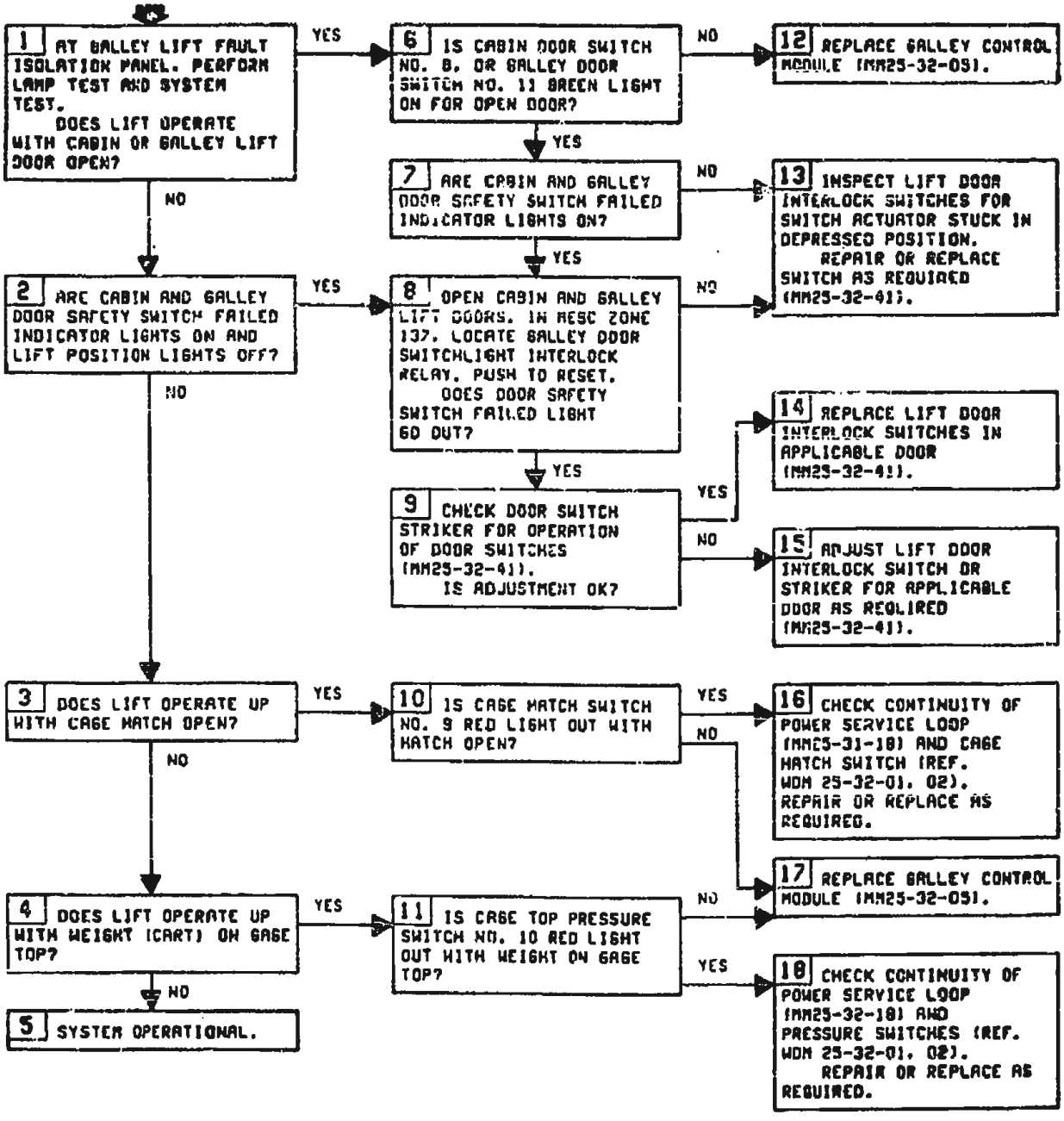
NOTE
ALL PLASTIC MARKERS ARE LOCATED
1.5 INCHES FROM END OF WIRE HARNESS

M1-0100-25-928

Galley Lift System Electrical Connector Identification Marker
Figure 101

PREREQUISITES
ELECTRICAL POWER (MM24-41-00)
CIRCUIT BREAKERS:
GALLEY LEFT CIRCUIT BREAKER PANEL, 2C, 21L
GALLEY RIGHT CIRCUIT BREAKER PANEL, 11G

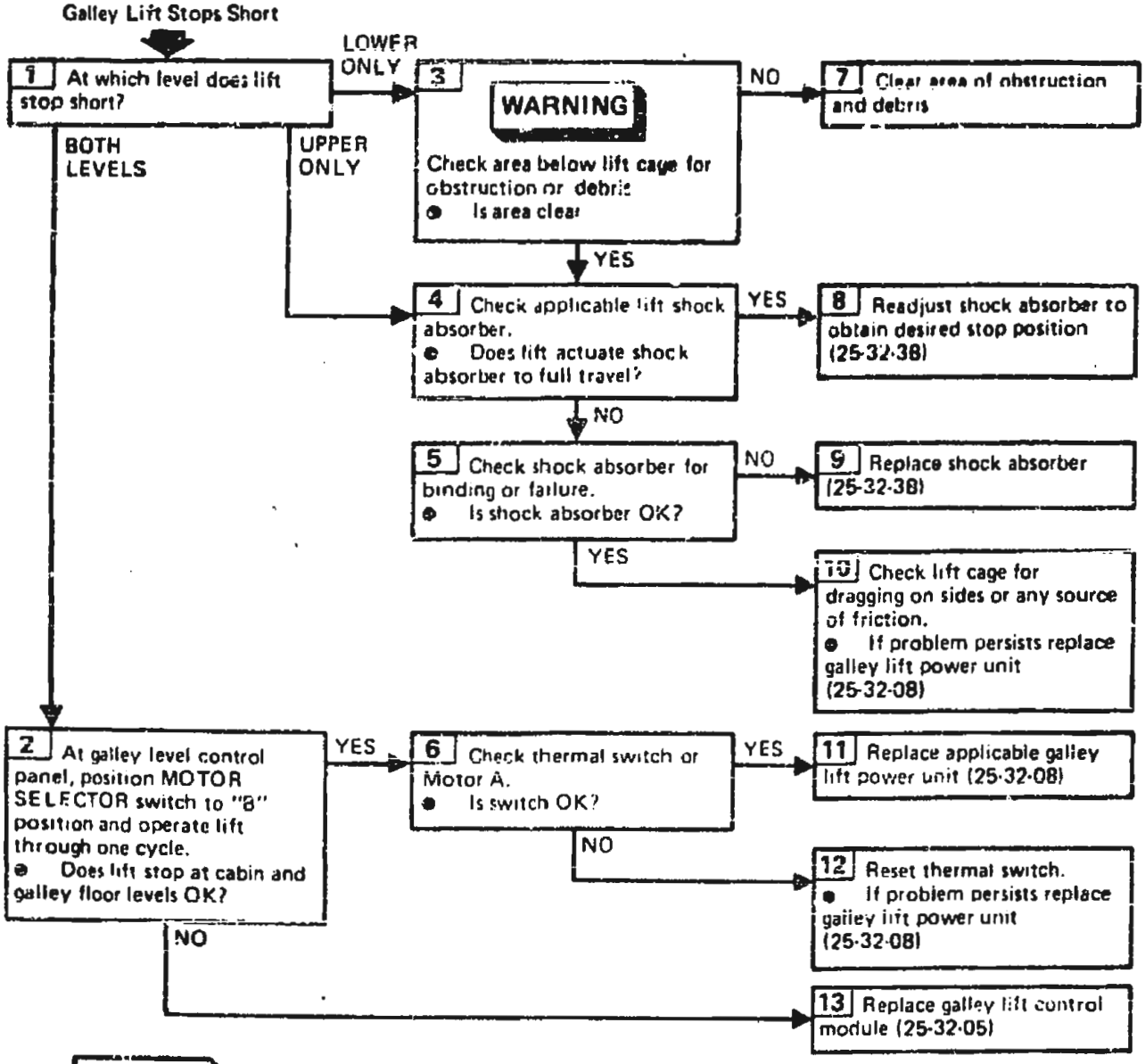
GALLEY LIFT INTERLOCK SWITCH PROBLEMS


1 AT GALLEY LIFT FAULT ISOLATION PANEL, PERFORM LAMP TEST AND SYSTEM TEST.
DOES LIFT OPERATE WITH CABIN OR GALLEY LIFT DOOR OPEN?
YES
NO
2 ARE CABIN AND GALLEY DOOR SAFETY SWITCH FAILED INDICATOR LIGHTS ON AND LIFT POSITION LIGHTS OFF?
YES
NO
3 DOES LIFT OPERATE UP WITH CAGE HATCH OPEN?
YES
NO
4 DOES LIFT OPERATE UP WITH WEIGHT (CART) ON CAGE TOP?
YES
NO
5 SYSTEM OPERATIONAL.
6 IS CABIN DOOR SWITCH NO. 8, OR GALLEY DOOR SWITCH NO. 11 GREEN LIGHT ON FOR OPEN DOOR?
NO
YES
7 ARE CABIN AND GALLEY DOOR SAFETY SWITCH FAILED INDICATOR LIGHTS ON?
NO
YES
8 OPEN CABIN AND GALLEY LIFT DOORS. IN MESC ZONE 137, LOCATE GALLEY DOOR SWITCHLIGHT INTERLOCK RELAY, PUSH TO RESET.
DOES DOOR SAFETY SWITCH FAILED LIGHT GO OUT?
NO
YES
9 CHECK DOOR SWITCH STRIKER FOR OPERATION OF DOOR SWITCHES (MM25-32-41).
IS ADJUSTMENT OK?
YES
NO
10 IS CAGE HATCH SWITCH NO. 9 RED LIGHT OUT WITH HATCH OPEN?
YES
NO
11 IS CAGE TOP PRESSURE SWITCH NO. 10 RED LIGHT OUT WITH WEIGHT ON CAGE TOP?
NO
YES
12 REPLACE GALLEY CONTROL MODULE (MM25-32-05).
13 INSPECT LIFT DOOR INTERLOCK SWITCHES FOR SWITCH ACTUATOR STUCK IN DEPRESSED POSITION.
REPAIR OR REPLACE SWITCH AS REQUIRED (MM25-32-41).
14 REPLACE LIFT DOOR INTERLOCK SWITCHES IN APPLICABLE DOOR (MM25-32-41).
15 ADJUST LIFT DOOR INTERLOCK SWITCH OR STRIKER FOR APPLICABLE DOOR AS REQUIRED (MM25-32-41).
16 CHECK CONTINUITY OF POWER SERVICE LOOP (MM25-31-18) AND CAGE HATCH SWITCH (REF. WDM 25-32-01, 02). REPAIR OR REPLACE AS REQUIRED.
17 REPLACE GALLEY CONTROL MODULE (MM25-32-05).
18 CHECK CONTINUITY OF POWER SERVICE LOOP (MM25-32-18) AND PRESSURE SWITCHES (REF. WDM 25-32-01, 02).
REPAIR OR REPLACE AS REQUIRED.

R1-0000-93-0737

R Galley Lift Interlock Switch Problems
R Figure 102

EFFECTIVITY: ALL


Galley Lift Stops Short
1 At which level does lift stop short?
LOWER ONLY
BOTH LEVELS
UPPER ONLY
3 WARNING
Check area below lift cage for obstruction or debris
● Is area clear
NO
7 Clear area of obstruction and debris
YES
4 Check applicable lift shock absorber.
● Does lift actuate shock absorber to full travel?
YES
8 Readjust shock absorber to obtain desired stop position (25-32-38)
NO
5 Check shock absorber for binding or failure.
● Is shock absorber OK?
NO
9 Replace shock absorber (25-32-38)
YES
10 Check lift cage for dragging on sides or any source of friction.
● If problem persists replace galley lift power unit (25-32-08)
2 At galley level control panel, position MOTOR SELECTOR switch to "B" position and operate lift through one cycle.
● Does lift stop at cabin and galley floor levels OK?
YES
6 Check thermal switch or Motor A.
● Is switch OK?
YES
11 Replace applicable galley lift power unit (25-32-08)
NO
12 Reset thermal switch.
● If problem persists replace galley lift power unit (25-32-08)
NO
13 Replace galley lift control module (25-32-05)

WARNING

LIFT MAINTENANCE STOPS MUST BE USED IF MAINTENANCE IS TO BE PERFORMED UNDER LIFT IN UP POSITION

PREPREQUISITES

Electrical Power (24-41-00)
CB's: Galley Left CB Panel 2C, 2K
Galley Right CB Panel 11G

M1 1600-26-1497

C
C

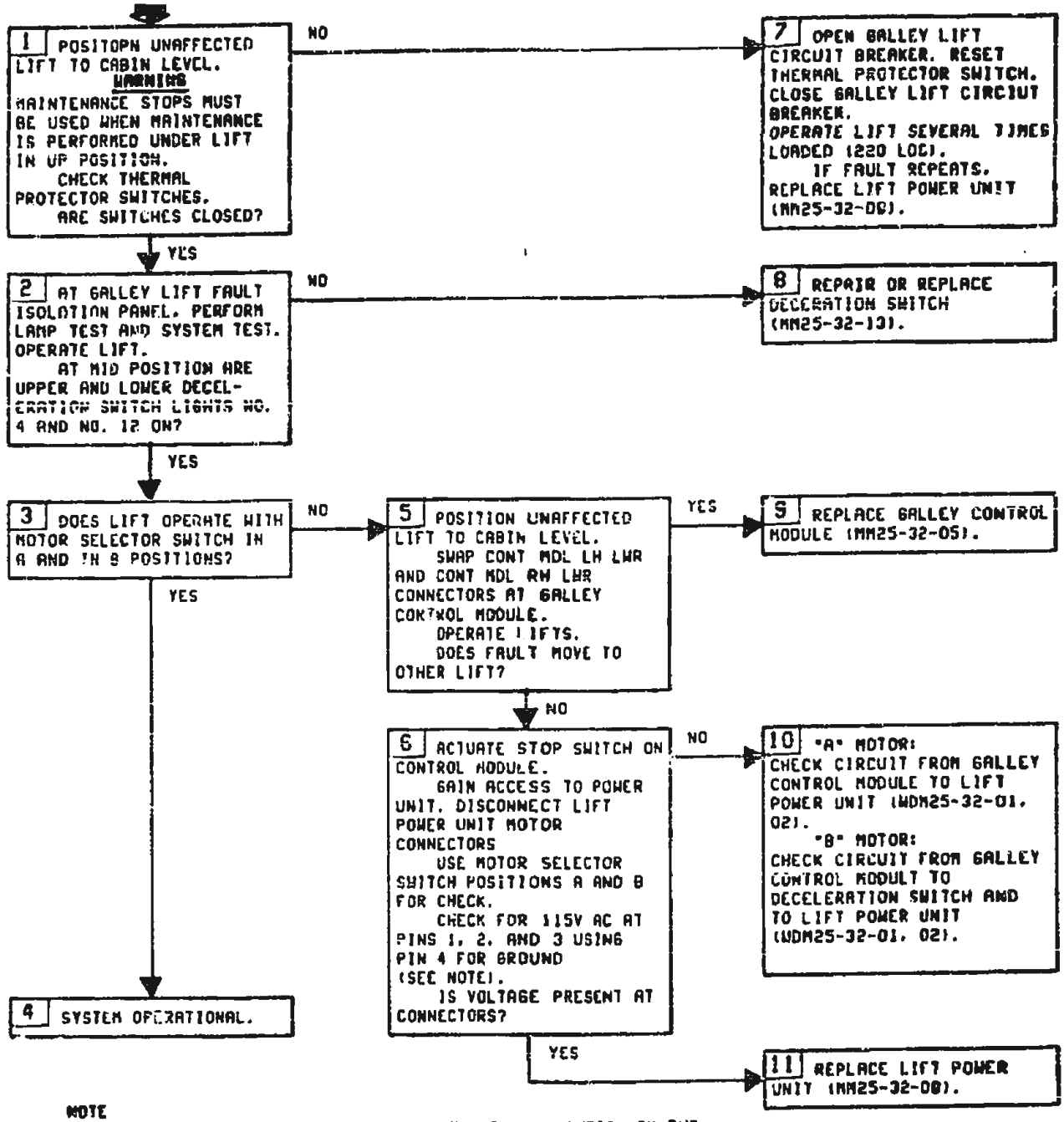
Galley Lift Stops Short
Figure 103

R
R
001B

EFFECTIVITY: ALL

GALLEY LIFT OPERATES AT HALF SPEED (ONE MOTOR OPERABLE)

PREREQUISITES
ELECTRICAL POWER (MM24-41-00)
CIRCUIT BREAKERS:
GALLEY LEFT CIRCUIT BREAKER PANEL, 2C, 21L
GALLEY RIGHT CIRCUIT BREAKER PANEL, 11G

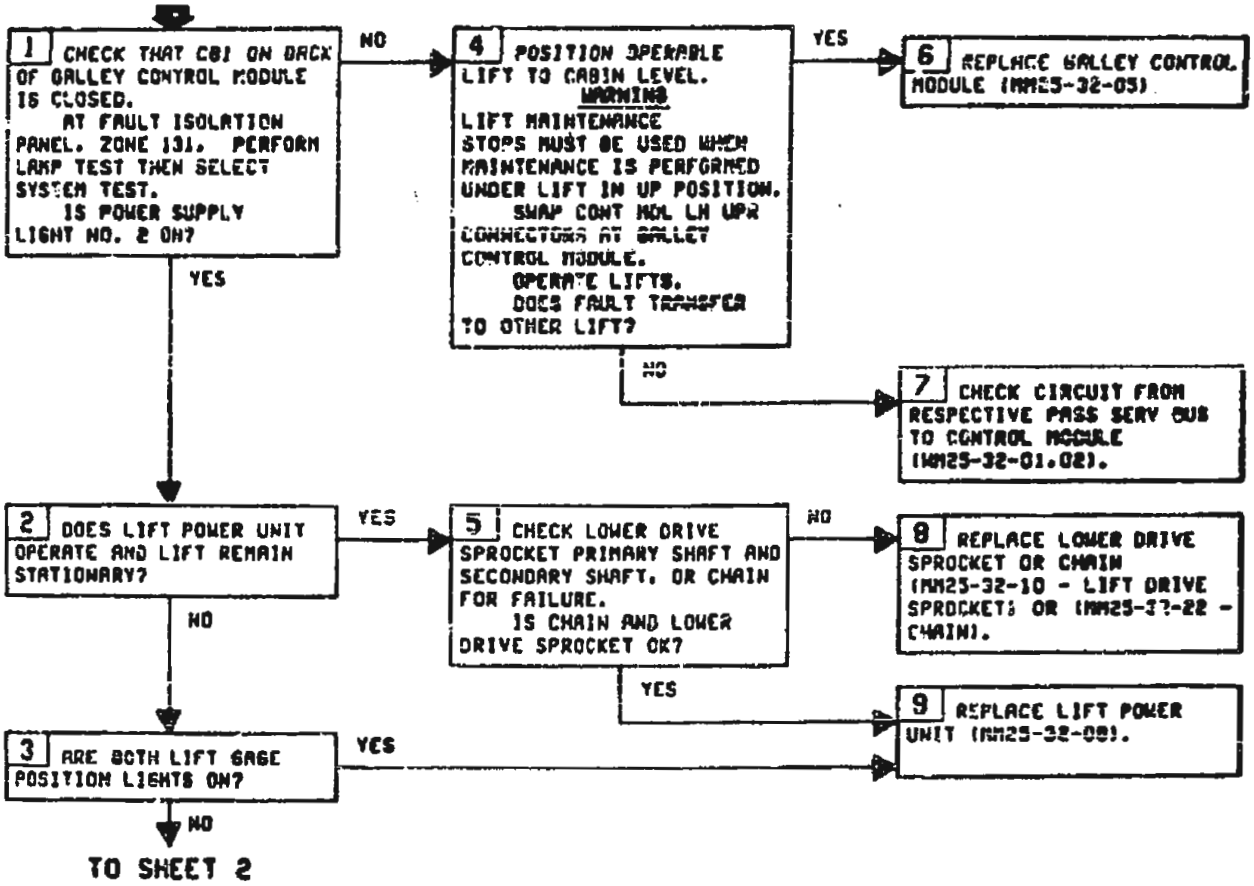

1 POSITOPN UNAFFECTED LIFT TO CABIN LEVEL.
WARNING
MAINTENANCE STOPS MUST BE USED WHEN MAINTENANCE IS PERFORMED UNDER LIFT IN UP POSITION.
CHECK THERMAL PROTECTOR SWITCHES.
ARE SWITCHES CLOSED?
NO
7 OPEN GALLEY LIFT CIRCUIT BREAKER. RESET THERMAL PROTECTOR SWITCH. CLOSE GALLEY LIFT CIRCUIT BREAKER.
OPERATE LIFT SEVERAL TIMES LOADED (220 LBS).
IF FAULT REPEATS.
REPLACE LIFT POWER UNIT (MM25-32-08).
YES
2 AT GALLEY LIFT FAULT ISOLATION PANEL, PERFORM LAMP TEST AND SYSTEM TEST. OPERATE LIFT.
AT MID POSITION ARE UPPER AND LOWER DECEL-ERATION SWITCH LIGHTS NO. 4 AND NO. 12 ON?
NO
8 REPAIR OR REPLACE DECELERATION SWITCH (MM25-32-13).
YES
3 DOES LIFT OPERATE WITH MOTOR SELECTOR SWITCH IN A AND IN B POSITIONS?
NO
5 POSITION UNAFFECTED LIFT TO CABIN LEVEL.
SWAP CONT MDL LH LWR AND CONT MDL RH LWR CONNECTORS AT GALLEY CONTROL MODULE.
OPERATE LIFTS.
DOES FAULT MOVE TO OTHER LIFT?
YES
9 REPLACE GALLEY CONTROL MODULE (MM25-32-05).
YES
4 SYSTEM OPERATIONAL.
NO
6 ACTUATE STOP SWITCH ON CONTROL MODULE.
GAIN ACCESS TO POWER UNIT. DISCONNECT LIFT POWER UNIT MOTOR CONNECTORS
USE MOTOR SELECTOR SWITCH POSITIONS A AND B FOR CHECK.
CHECK FOR 115V AC AT PINS 1, 2, AND 3 USING PIN 4 FOR GROUND (SEE NOTE).
IS VOLTAGE PRESENT AT CONNECTORS?
NO
10 "A" MOTOR:
CHECK CIRCUIT FROM GALLEY CONTROL MODULE TO LIFT POWER UNIT (WDM25-32-01, 02).
"B" MOTOR:
CHECK CIRCUIT FROM GALLEY CONTROL MODULE TO DECELERATION SWITCH AND TO LIFT POWER UNIT (WDM25-32-01, 02).
YES
11 REPLACE LIFT POWER UNIT (MM25-32-08).

NOTE
FOR VOLTAGE TO BE PRESENT AN UP OR DOWN COMMAND BUTTON ON THE CONTROL MODULE MUST FIRST BE DEPRESSED. ACTUATE STOP SWITCH ON CONTROL MODULE TO CANCEL COMMAND BEFORE MOTOR CONNECTORS ARE RECONNECTED TO THE MOTORS.

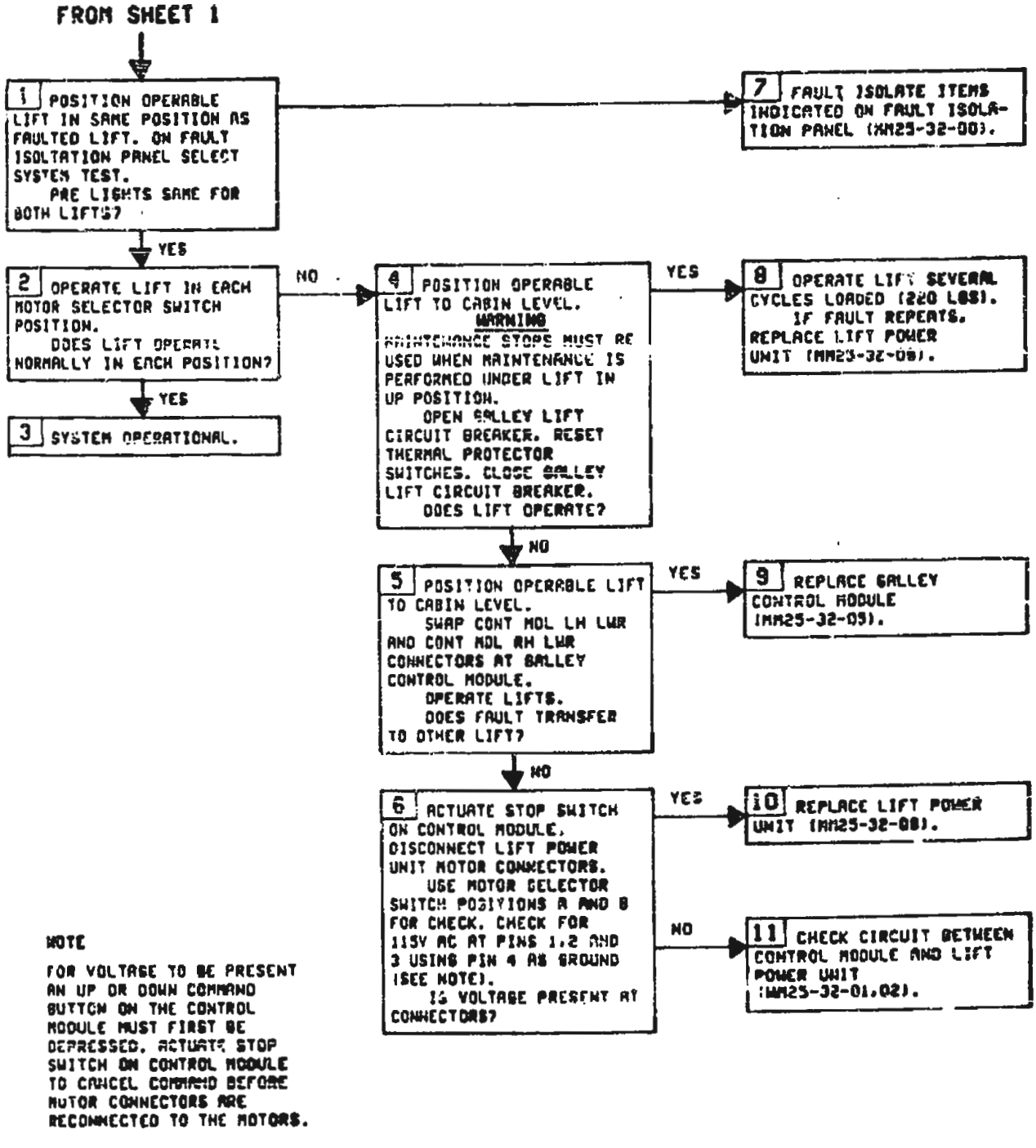
RI-0000-25-2782

R Galley Lift Operates at Half Speed
R Figure 104

PREREQUISITES
ELECTRICAL POWER (MM24-41-00)
CB'S: GALLEY LEFT CIRCUIT BREAKER PANEL 2C.21L
GALLEY RIGHT CIRCUIT BREAKER PANEL 11B


GALLEY LIFT WILL NOT OPERATE
1 CHECK THAT CB1 ON BACK OF GALLEY CONTROL MODULE IS CLOSED.
AT FAULT ISOLATION PANEL, ZONE 131, PERFORM LAMP TEST THEN SELECT SYSTEM TEST.
IS POWER SUPPLY LIGHT NO. 2 ON?
NO
4 POSITION OPERABLE LIFT TO CABIN LEVEL.
WARNING
LIFT MAINTENANCE STOPS MUST BE USED WHEN MAINTENANCE IS PERFORMED UNDER LIFT IN UP POSITION.
SWAP CONT MOL LH UPR CONNECTORS AT GALLEY CONTROL MODULE.
OPERATE LIFTS.
DOES FAULT TRANSFER TO OTHER LIFT?
YES
6 REPLACE GALLEY CONTROL MODULE (MM25-32-05)
NO
7 CHECK CIRCUIT FROM RESPECTIVE PASS SERV BUS TO CONTROL MODULE (MM25-32-01.02).
YES
2 DOES LIFT POWER UNIT OPERATE AND LIFT REMAIN STATIONARY?
YES
5 CHECK LOWER DRIVE SPROCKET PRIMARY SHAFT AND SECONDARY SHAFT, OR CHAIN FOR FAILURE.
IS CHAIN AND LOWER DRIVE SPROCKET OK?
NO
8 REPLACE LOWER DRIVE SPROCKET OR CHAIN (MM25-32-10 - LIFT DRIVE SPROCKETS OR (MM25-32-22 - CHAIN).
YES
9 REPLACE LIFT POWER UNIT (MM25-32-08).
NO
3 ARE BOTH LIFT GAGE POSITION LIGHTS ON?
YES
NO
TO SHEET 2

R Galley Lift Will Not Operate
R Figure 105 (Sheet 1)


FROM SHEET 1
1 POSITION OPERABLE LIFT IN SAME POSITION AS FAULTED LIFT. ON FAULT ISOLTATION PANEL SELECT SYSTEM TEST.
PRE LIGHTS SAME FOR BOTH LIFTS?
7 FAULT ISOLATE ITEMS INDICATED ON FAULT ISOLATION PANEL (XM25-32-00).
YES
2 OPERATE LIFT IN EACH MOTOR SELECTOR SWITCH POSITION.
DOES LIFT OPERATE NORMALLY IN EACH POSITION?
NO
4 POSITION OPERABLE LIFT TO CABIN LEVEL.
WARNING
MAINTENANCE STOPS MUST BE USED WHEN MAINTENANCE IS PERFORMED UNDER LIFT IN UP POSITION.
OPEN GALLEY LIFT CIRCUIT BREAKER. RESET THERMAL PROTECTOR SWITCHES. CLOSE GALLEY LIFT CIRCUIT BREAKER.
DOES LIFT OPERATE?
YES
8 OPERATE LIFT SEVERAL CYCLES LOADED (220 LBS).
IF FAULT REPEATS.
REPLACE LIFT POWER UNIT (MM25-32-08).
YES
3 SYSTEM OPERATIONAL.
NO
5 POSITION OPERABLE LIFT TO CABIN LEVEL.
SWAP CONT MDL LH LWR AND CONT MDL RH LWR CONNECTORS AT GALLEY CONTROL MODULE.
OPERATE LIFTS.
DOES FAULT TRANSFER TO OTHER LIFT?
YES
9 REPLACE GALLEY CONTROL MODULE (MM25-32-05).
NO
6 ACTUATE STOP SWITCH ON CONTROL MODULE.
DISCONNECT LIFT POWER UNIT MOTOR CONNECTORS.
USE MOTOR SELECTOR SWITCH POSITIONS A AND B FOR CHECK. CHECK FOR 115V AC AT PINS 1,2 AND 3 USING PIN 4 AS GROUND (SEE NOTE).
IS VOLTAGE PRESENT AT CONNECTORS?
YES
10 REPLACE LIFT POWER UNIT (MM25-32-08).
NO
11 CHECK CIRCUIT BETWEEN CONTROL MODULE AND LIFT POWER UNIT (MM25-32-01,02).
NOTE
FOR VOLTAGE TO BE PRESENT AN UP OR DOWN COMMAND BUTTON ON THE CONTROL MODULE MUST FIRST BE DEPRESSED. ACTUATE STOP SWITCH ON CONTROL MODULE TO CANCEL COMMAND BEFORE MOTOR CONNECTORS ARE RECONNECTED TO THE MOTORS.

R
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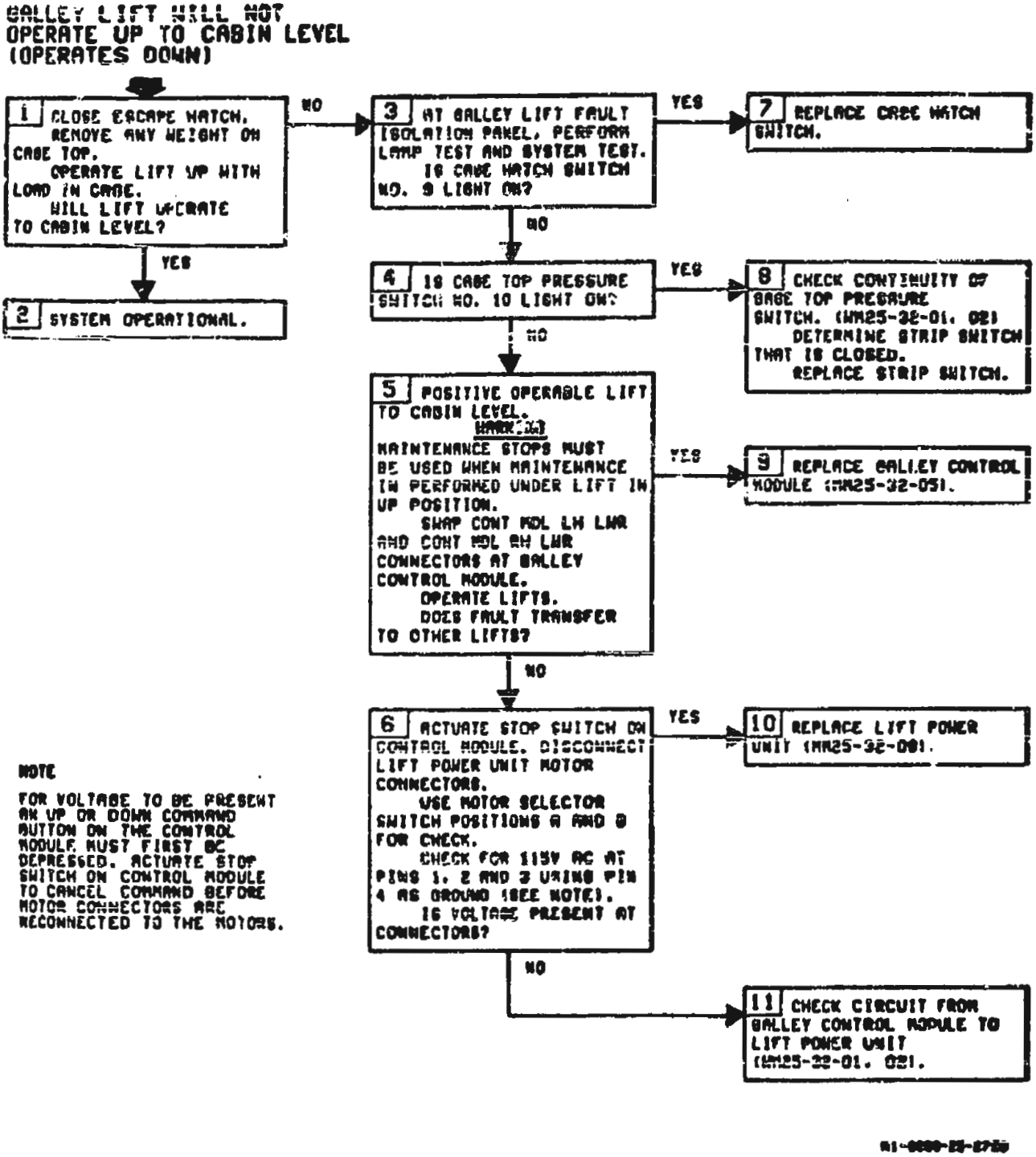
Galley Lift Will Not Operate
Figure 105 (Sheet 2)

EFFECTIVITY: ALL

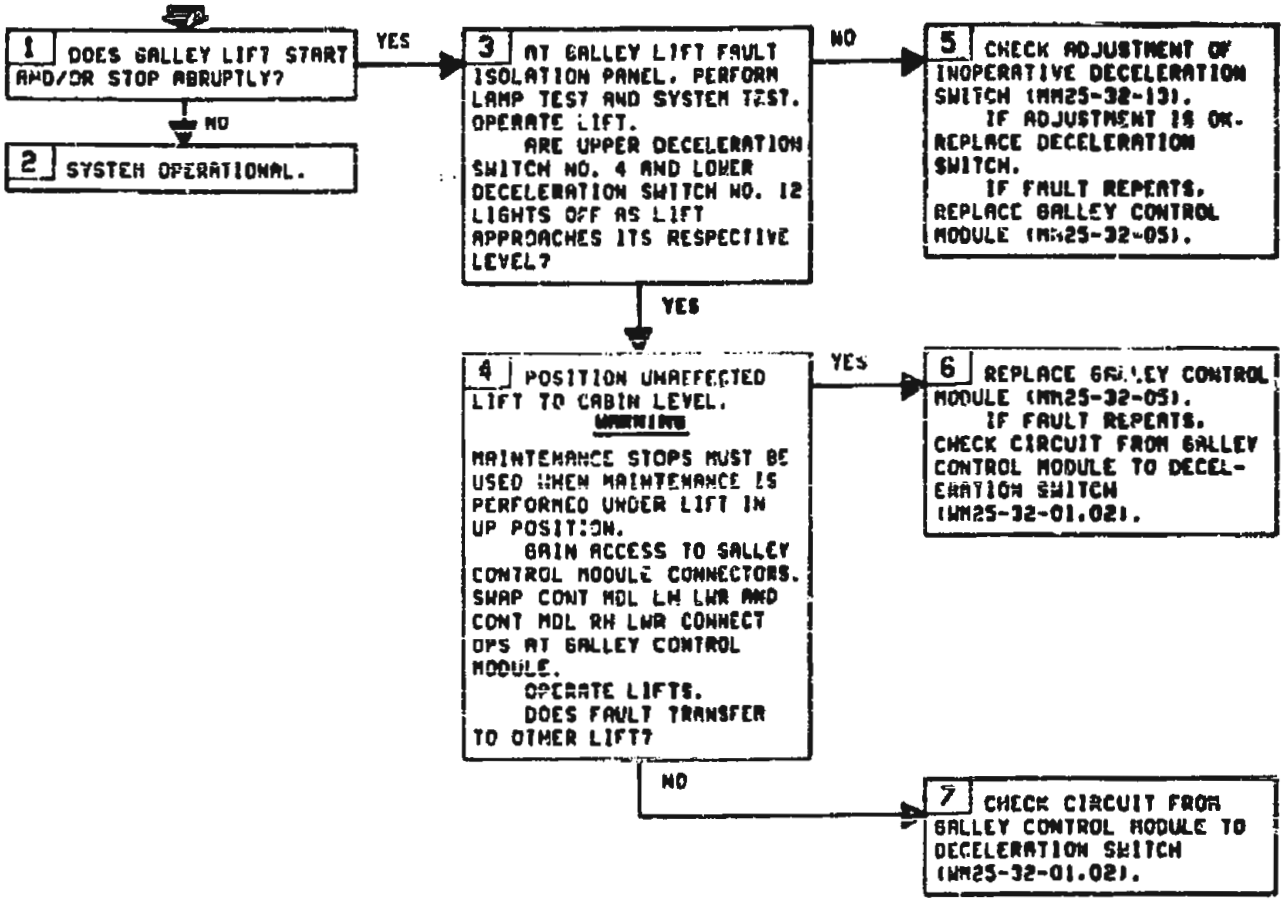
0016

PREREQUISITES
ELECTRICAL POWER (24-41-00)
C219: GALLEY LEFT CIRCUIT BREAKER PANEL, 2C, 21L
GALLEY RIGHT CIRCUIT BREAKER PANEL, 11G


GALLEY LIFT WILL NOT OPERATE UP TO CABIN LEVEL (OPERATES DOWN)
1 CLOSE ESCAPE HATCH. REMOVE ANY WEIGHT ON CABIN TOP. OPERATE LIFT UP WITH LOAD IN CABIN. WILL LIFT OPERATE TO CABIN LEVEL?
NO
YES
2 SYSTEM OPERATIONAL.
3 AT GALLEY LIFT FAULT ISOLATION PANEL, PERFORM LAMP TEST AND SYSTEM TEST. IS CABIN HATCH SWITCH NO. 9 LIGHT ON?
YES
7 REPLACE CABIN HATCH SWITCH.
NO
4 IS CABIN TOP PRESSURE SWITCH NO. 10 LIGHT ON?
YES
8 CHECK CONTINUITY OF CABIN TOP PRESSURE SWITCH. (MM25-32-01, 021) DETERMINE STRIP SWITCH THAT IS CLOSED. REPLACE STRIP SWITCH.
NO
5 POSITIVE OPERABLE LIFT TO CABIN LEVEL. WARNING MAINTENANCE STOPS MUST BE USED WHEN MAINTENANCE IS PERFORMED UNDER LIFT IN UP POSITION. SWAP CONT MDL LH LWR AND CONT MDL RH LWR CONNECTORS AT GALLEY CONTROL MODULE. OPERATE LIFTS. DOES FAULT TRANSFER TO OTHER LIFTS?
YES
9 REPLACE GALLEY CONTROL MODULE (MM25-32-051.
NO
6 ACTUATE STOP SWITCH ON CONTROL MODULE. DISCONNECT LIFT POWER UNIT MOTOR CONNECTORS. USE MOTOR SELECTOR SWITCH POSITIONS A AND B FOR CHECK. CHECK FOR 115V AC AT PINS 1, 2 AND 3 USING PIN 4 AS GROUND (SEE NOTE). IS VOLTAGE PRESENT AT CONNECTORS?
YES
10 REPLACE LIFT POWER UNIT (MM25-32-09).
NO
11 CHECK CIRCUIT FROM GALLEY CONTROL MODULE TO LIFT POWER UNIT (MM25-32-01, 021.
NOTE
FOR VOLTAGE TO BE PRESENT AN UP OR DOWN COMMAND BUTTON ON THE CONTROL MODULE MUST FIRST BE DEPRESSED. ACTUATE STOP SWITCH ON CONTROL MODULE TO CANCEL COMMAND BEFORE MOTOR CONNECTORS ARE RECONNECTED TO THE MOTORS.

R Galley Lift Will Not Operate Up to Cabin Level
R Figure 106

PREREQUISITES
ELECTRICAL POWER (MM24-01-00)
CIRCUIT BREAKERS:
GALLEY LEFT CIRCUIT BREAKER PANEL, 2C,21L
GALLEY RIGHT CIRCUIT BREAKER PANEL, 11G

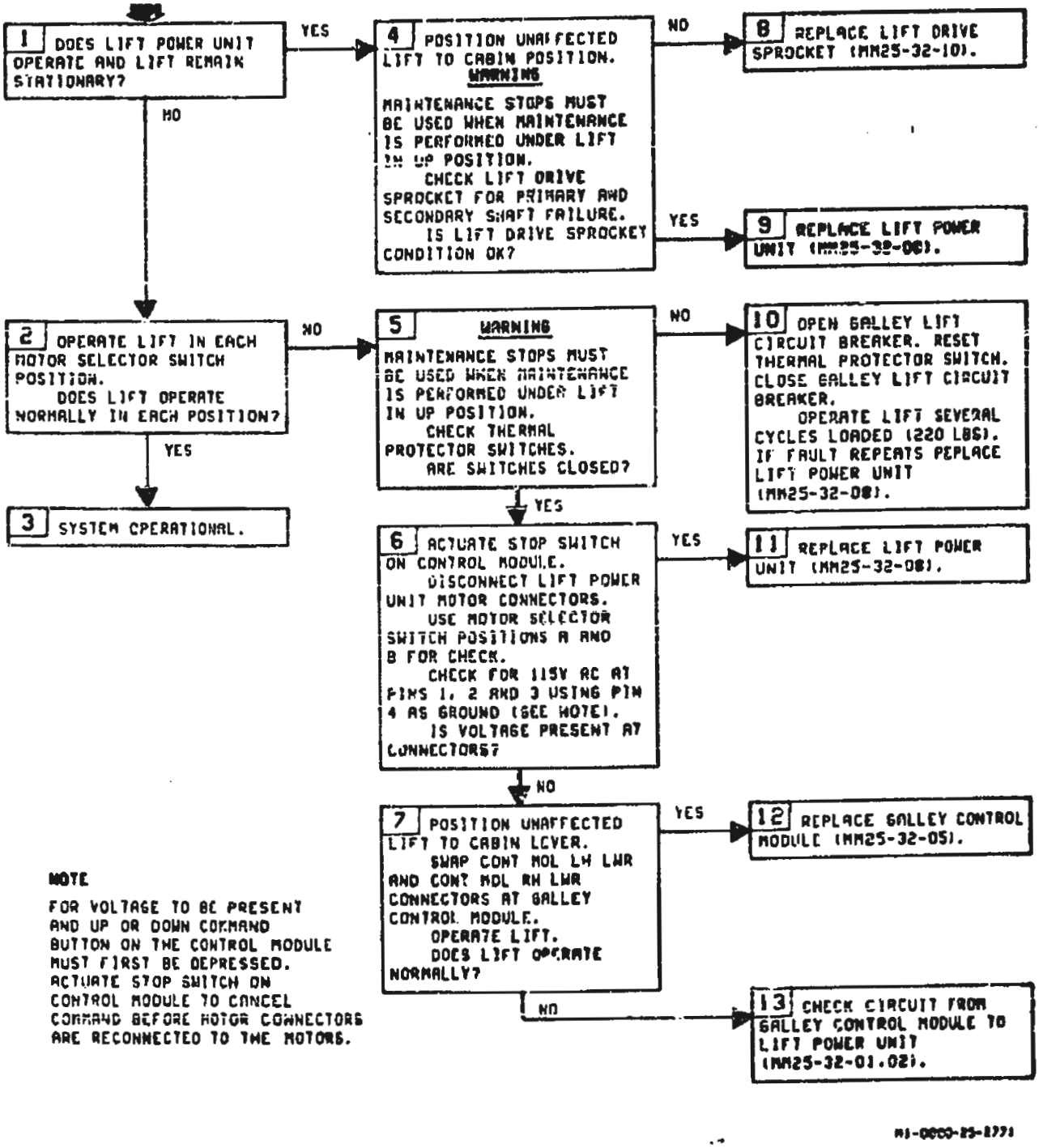

GALLEY LIFT STARTS AND/OR STOPS ABRUPTLY
1 DOES GALLEY LIFT START AND/OR STOP ABRUPTLY?
YES
NO
2 SYSTEM OPERATIONAL.
3 AT GALLEY LIFT FAULT ISOLATION PANEL, PERFORM LAMP TEST AND SYSTEM TEST. OPERATE LIFT.
ARE UPPER DECELERATION SWITCH NO. 4 AND LOWER DECELERATION SWITCH NO. 12 LIGHTS OFF AS LIFT APPROACHES ITS RESPECTIVE LEVEL?
NO
5 CHECK ADJUSTMENT OF INOPERATIVE DECELERATION SWITCH (MM25-32-13).
IF ADJUSTMENT IS OK, REPLACE DECELERATION SWITCH.
IF FAULT REPEATS, REPLACE GALLEY CONTROL MODULE (MM25-32-05).
YES
4 POSITION UNAFFECTED LIFT TO CABIN LEVEL.
WARNING
MAINTENANCE STOPS MUST BE USED WHEN MAINTENANCE IS PERFORMED UNDER LIFT IN UP POSITION.
GAIN ACCESS TO GALLEY CONTROL MODULE CONNECTORS. SWAP CONT MDL LH LWR AND CONT MDL RH LWR CONNECT OPS AT GALLEY CONTROL MODULE.
OPERATE LIFTS.
DOES FAULT TRANSFER TO OTHER LIFT?
YES
6 REPLACE GALLEY CONTROL MODULE (MM25-32-05).
IF FAULT REPEATS, CHECK CIRCUIT FROM GALLEY CONTROL MODULE TO DECELERATION SWITCH (MM25-32-01.02).
NO
7 CHECK CIRCUIT FROM GALLEY CONTROL MODULE TO DECELERATION SWITCH (MM25-32-01.02).

M1-0000-25-8771

R Galley Lift Starts and/or Stops Abruptly
R Figure 107

PREREQUISITES
ELECTRICAL POWER (MM24-41-00)
CB'S: GALLEY LIFT CIRCUIT BREAKER PANEL, 2C,21L
GALLEY RIGHT CIRCUIT BREAKER PANEL 11B

GALLEY LIFT CASE FREEFALLS/DESCENDS UNCONTROLLED

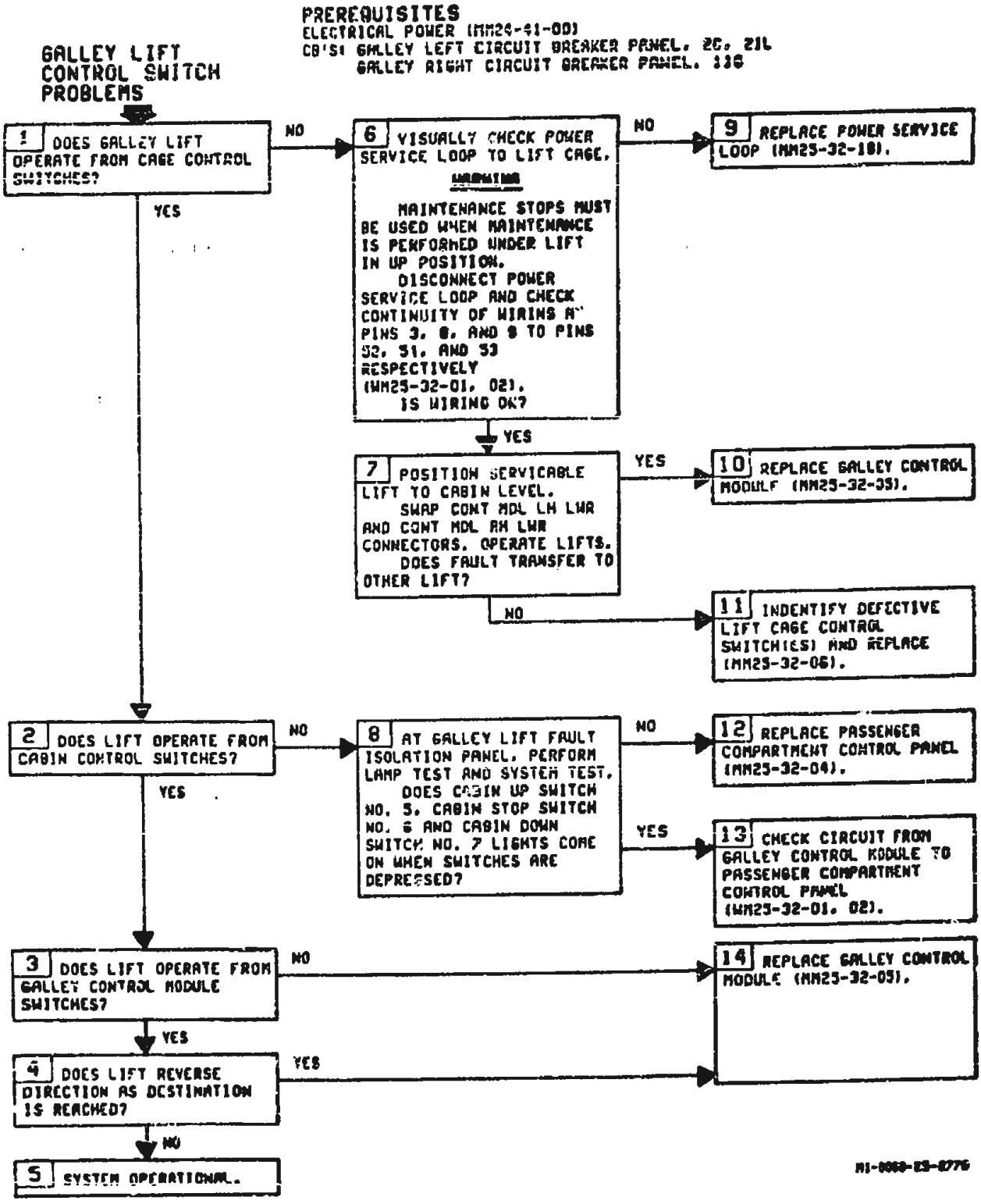

1 DOES LIFT POWER UNIT OPERATE AND LIFT REMAIN STATIONARY?
YES
NO
4 POSITION UNAFFECTED LIFT TO CABIN POSITION.
WARNING
MAINTENANCE STOPS MUST BE USED WHEN MAINTENANCE IS PERFORMED UNDER LIFT IN UP POSITION.
CHECK LIFT DRIVE SPROCKET FOR PRIMARY AND SECONDARY SHAFT FAILURE.
IS LIFT DRIVE SPROCKET CONDITION OK?
NO
8 REPLACE LIFT DRIVE SPROCKET (MM25-32-10).
YES
9 REPLACE LIFT POWER UNIT (MM25-32-08).
2 OPERATE LIFT IN EACH MOTOR SELECTOR SWITCH POSITION.
DOES LIFT OPERATE NORMALLY IN EACH POSITION?
NO
YES
3 SYSTEM OPERATIONAL.
5 WARNING
MAINTENANCE STOPS MUST BE USED WHEN MAINTENANCE IS PERFORMED UNDER LIFT IN UP POSITION.
CHECK THERMAL PROTECTOR SWITCHES.
ARE SWITCHES CLOSED?
NO
10 OPEN GALLEY LIFT CIRCUIT BREAKER. RESET THERMAL PROTECTOR SWITCH. CLOSE GALLEY LIFT CIRCUIT BREAKER.
OPERATE LIFT SEVERAL CYCLES LOADED (220 LBS). IF FAULT REPEATS REPLACE LIFT POWER UNIT (MM25-32-08).
YES
6 ACTUATE STOP SWITCH ON CONTROL MODULE.
DISCONNECT LIFT POWER UNIT MOTOR CONNECTORS.
USE MOTOR SELECTOR SWITCH POSITIONS A AND B FOR CHECK.
CHECK FOR 115V AC AT PINS 1, 2 AND 3 USING PIN 4 AS GROUND (SEE NOTE).
IS VOLTAGE PRESENT AT CONNECTORS?
YES
11 REPLACE LIFT POWER UNIT (MM25-32-08).
NO
7 POSITION UNAFFECTED LIFT TO CABIN LEVER.
SWAP CONT MOL LH LWR AND CONT MOL RH LWR CONNECTORS AT GALLEY CONTROL MODULE.
OPERATE LIFT.
DOES LIFT OPERATE NORMALLY?
YES
12 REPLACE GALLEY CONTROL MODULE (MM25-32-05).
NO
13 CHECK CIRCUIT FROM GALLEY CONTROL MODULE TO LIFT POWER UNIT (MM25-32-01,02).

NOTE

FOR VOLTAGE TO BE PRESENT AND UP OR DOWN COMMAND BUTTON ON THE CONTROL MODULE MUST FIRST BE DEPRESSED. ACTUATE STOP SWITCH ON CONTROL MODULE TO CANCEL COMMAND BEFORE MOTOR CONNECTORS ARE RECONNECTED TO THE MOTORS.

R Galley Lift Cage Descends Uncontrolled
R Figure 108

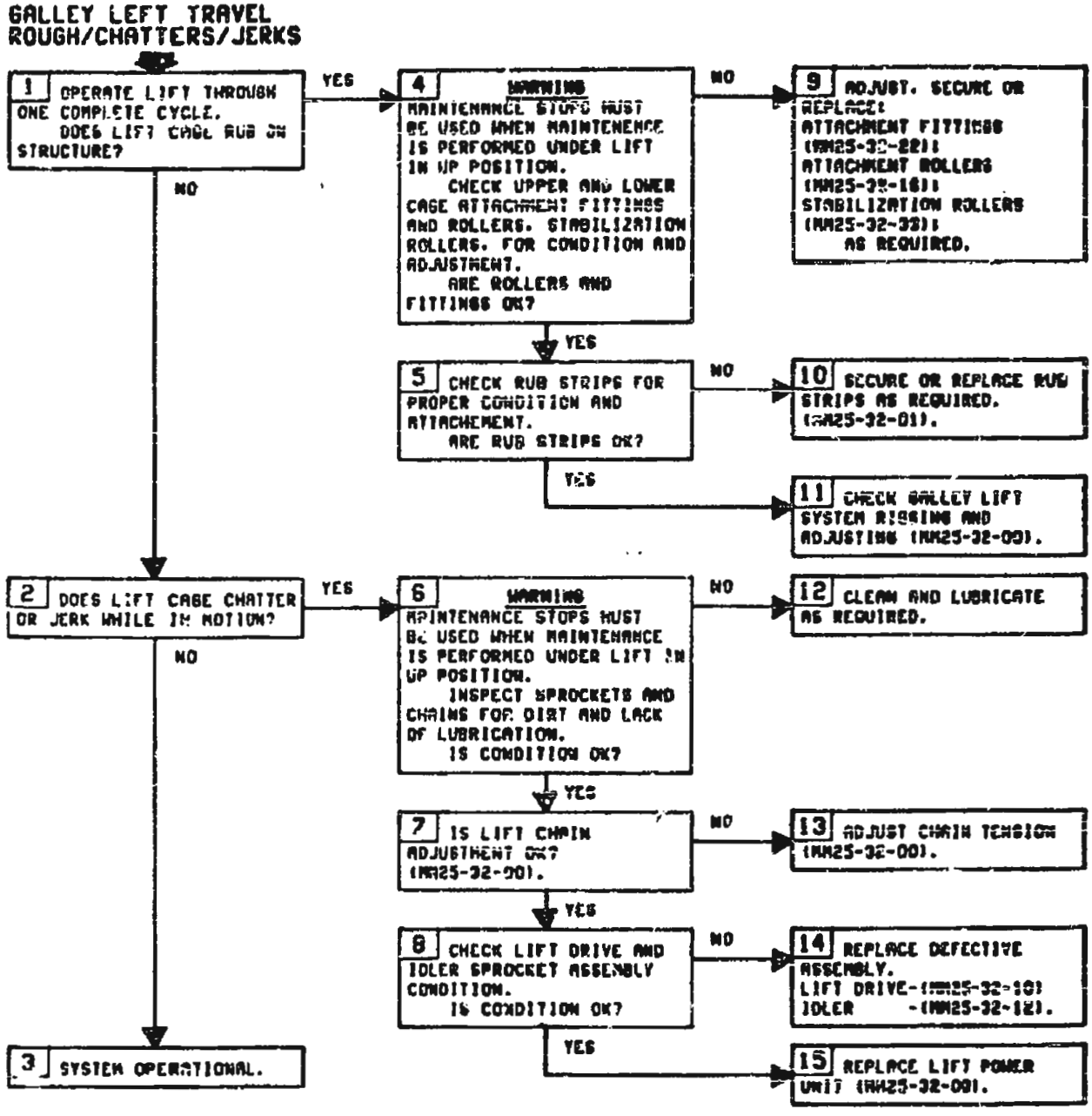
R EFFECTIVITY: ALL
R
0018


PREREQUISITES
ELECTRICAL POWER (MM24-41-00)
CB'S: GALLEY LEFT CIRCUIT BREAKER PANEL, 2C, 21L
GALLEY RIGHT CIRCUIT BREAKER PANEL, 13G
GALLEY LIFT CONTROL SWITCH PROBLEMS
1 DOES GALLEY LIFT OPERATE FROM CAGE CONTROL SWITCHES?
NO
YES
6 VISUALLY CHECK POWER SERVICE LOOP TO LIFT CAGE.
WARNING
MAINTENANCE STOPS MUST BE USED WHEN MAINTENANCE IS PERFORMED UNDER LIFT IN UP POSITION.
DISCONNECT POWER SERVICE LOOP AND CHECK CONTINUITY OF WIRING AT PINS 3, 8, AND 9 TO PINS 52, 51, AND 53 RESPECTIVELY (WM25-32-01, 02).
IS WIRING OK?
NO
9 REPLACE POWER SERVICE LOOP (MM25-32-18).
YES
7 POSITION SERVICABLE LIFT TO CABIN LEVEL.
SWAP CONT MDL LH LWR AND CONT MDL RH LWR CONNECTORS. OPERATE LIFTS.
DOES FAULT TRANSFER TO OTHER LIFT?
YES
10 REPLACE GALLEY CONTROL MODULE (MM25-32-33).
NO
11 INDENTIFY DEFECTIVE LIFT CAGE CONTROL SWITCH(ES) AND REPLACE (MM25-32-06).
2 DOES LIFT OPERATE FROM CABIN CONTROL SWITCHES?
NO
YES
8 AT GALLEY LIFT FAULT ISOLATION PANEL, PERFORM LAMP TEST AND SYSTEM TEST.
DOES CABIN UP SWITCH NO. 5, CABIN STOP SWITCH NO. 6 AND CABIN DOWN SWITCH NO. 7 LIGHTS COME ON WHEN SWITCHES ARE DEPRESSED?
NO
12 REPLACE PASSENGER COMPARTMENT CONTROL PANEL (MM25-32-04).
YES
13 CHECK CIRCUIT FROM GALLEY CONTROL MODULE TO PASSENGER COMPARTMENT CONTROL PANEL (WM25-32-01, 02).
3 DOES LIFT OPERATE FROM GALLEY CONTROL MODULE SWITCHES?
NO
YES
4 DOES LIFT REVERSE DIRECTION AS DESTINATION IS REACHED?
YES
NO
5 SYSTEM OPERATIONAL.
14 REPLACE GALLEY CONTROL MODULE (MM25-32-03).

Galley Lift Control Switch Problems
Figure 109

EFFECTIVITY: ALL

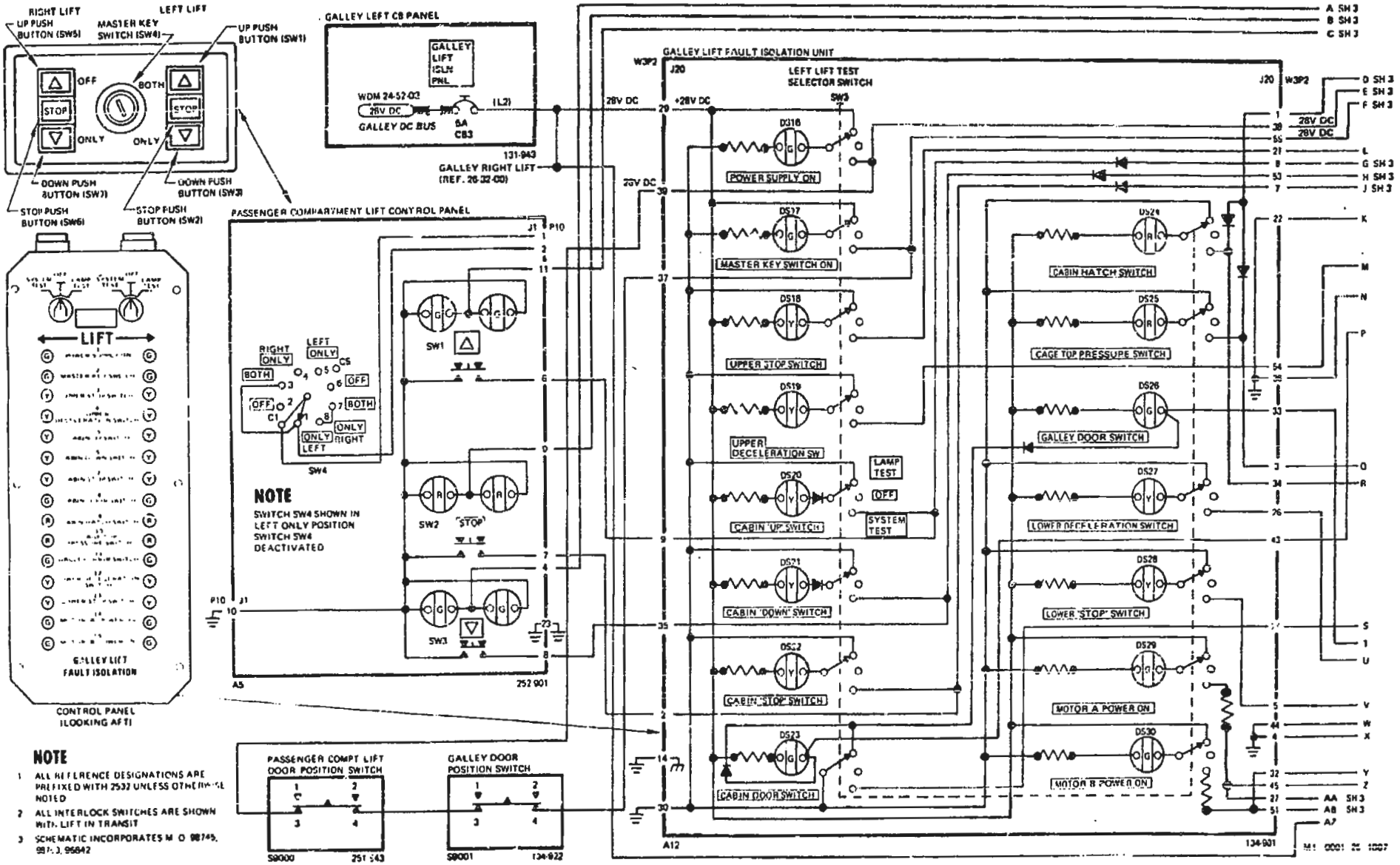
PREREQUISITES
ELECTRICAL POWER (MM24-41-00)
CB'S: GALLEY LEFT CIRCUIT BREAKER PANEL 2C, 21L
GALLEY RIGHT CIRCUIT BREAKER PANEL 11G


GALLEY LEFT TRAVEL ROUGH/CHATTERS/JERKS
1 OPERATE LIFT THROUGH ONE COMPLETE CYCLE. DOES LIFT CAGE RUB ON STRUCTURE?
YES
NO
4 WARNING MAINTENANCE STOPS MUST BE USED WHEN MAINTENANCE IS PERFORMED UNDER LIFT IN UP POSITION. CHECK UPPER AND LOWER CAGE ATTACHMENT FITTINGS AND ROLLERS. STABILIZATION ROLLERS. FOR CONDITION AND ADJUSTMENT. ARE ROLLERS AND FITTINGS OK?
NO
9 ADJUST, SECURE OR REPLACE: ATTACHMENT FITTINGS (MM25-32-22); ATTACHMENT ROLLERS (MM25-32-16); STABILIZATION ROLLERS (MM25-32-33); AS REQUIRED.
YES
5 CHECK RUB STRIPS FOR PROPER CONDITION AND ATTACHMENT. ARE RUB STRIPS OK?
NO
10 SECURE OR REPLACE RUB STRIPS AS REQUIRED. (MM25-32-01).
YES
11 CHECK GALLEY LIFT SYSTEM RIGGING AND ADJUSTING (MM25-32-00).
2 DOES LIFT CAGE CHATTER OR JERK WHILE IN MOTION?
YES
NO
6 WARNING MAINTENANCE STOPS MUST BE USED WHEN MAINTENANCE IS PERFORMED UNDER LIFT IN UP POSITION. INSPECT SPROCKETS AND CHAINS FOR DIRT AND LACK OF LUBRICATION. IS CONDITION OK?
NO
12 CLEAN AND LUBRICATE AS REQUIRED.
YES
7 IS LIFT CHAIN ADJUSTMENT OK? (MM25-32-00).
NO
13 ADJUST CHAIN TENSION (MM25-32-00).
YES
8 CHECK LIFT DRIVE AND IDLER SPROCKET ASSEMBLY CONDITION. IS CONDITION OK?
NO
14 REPLACE DEFECTIVE ASSEMBLY. LIFT DRIVE-(MM25-32-10) IDLER -(MM25-32-12).
YES
15 REPLACE LIFT POWER UNIT (MM25-32-09).
3 SYSTEM OPERATIONAL.

R Galley Lift Cage Travel Rough/Chatters/Jerks
R Figure 110

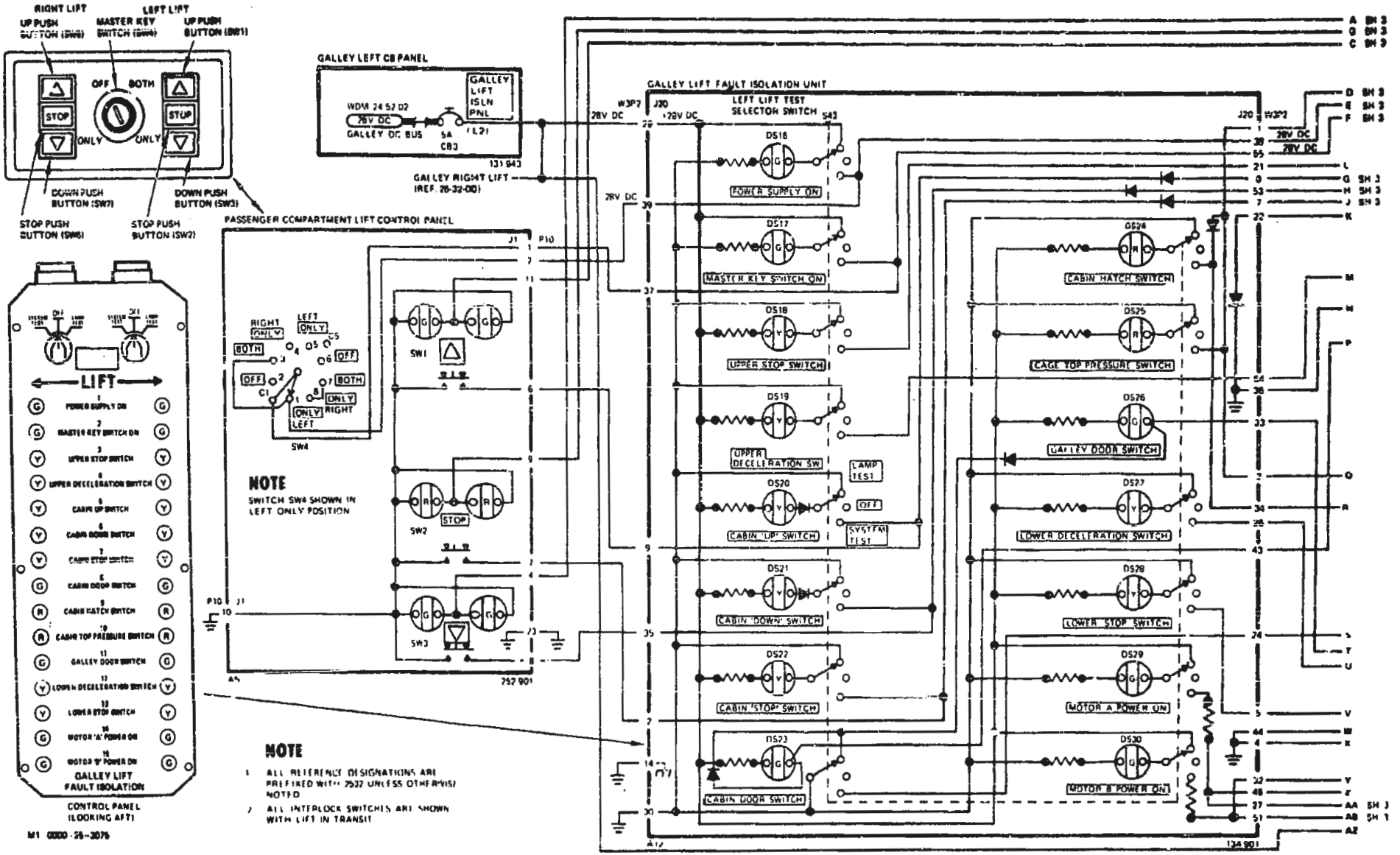
EFFECTIVITY: ALL

001B



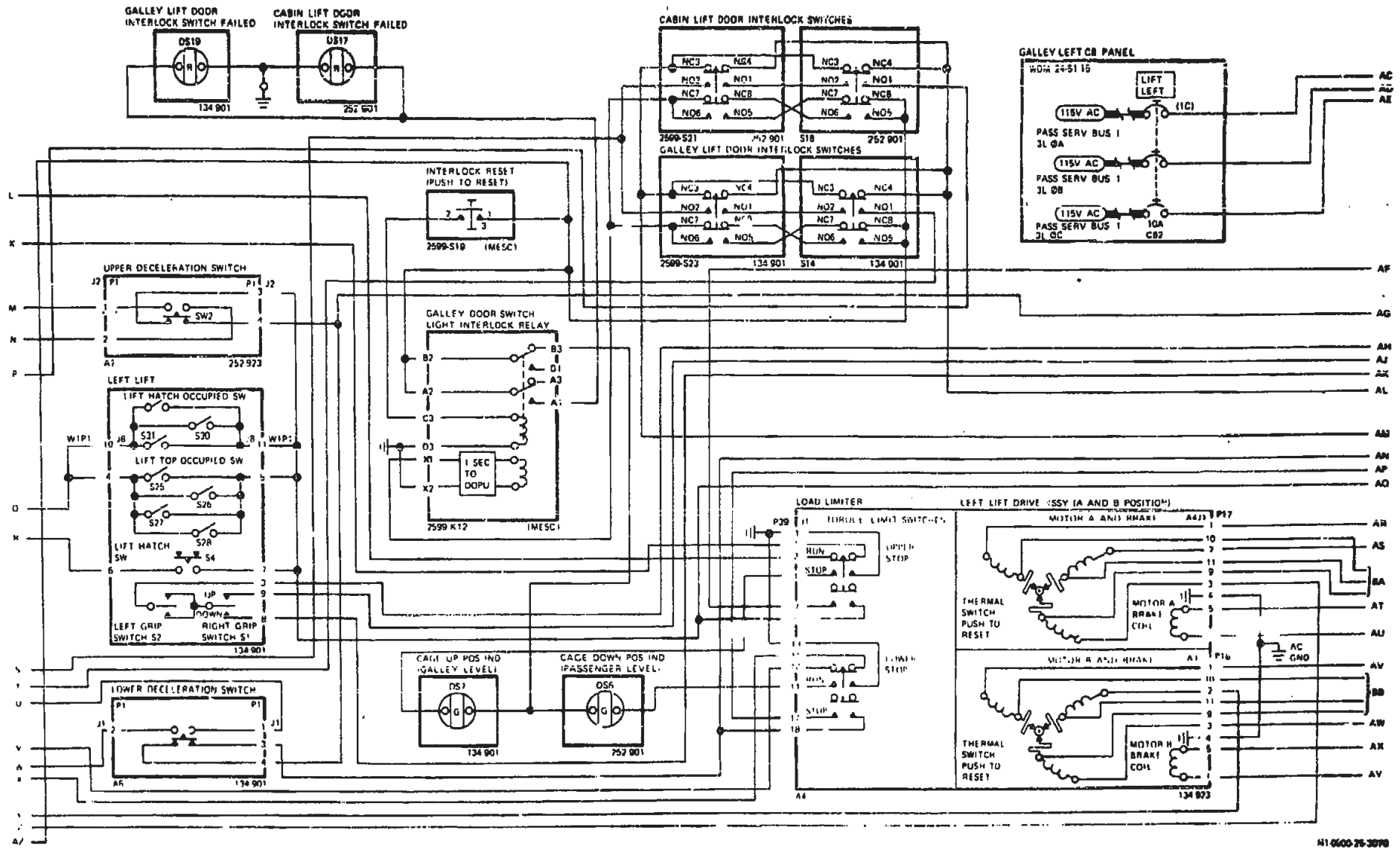
Galley Left Lift System Electrical Schematic
SCHEM 1 (Sheet 1)

EFFECTIVITY: 001-031



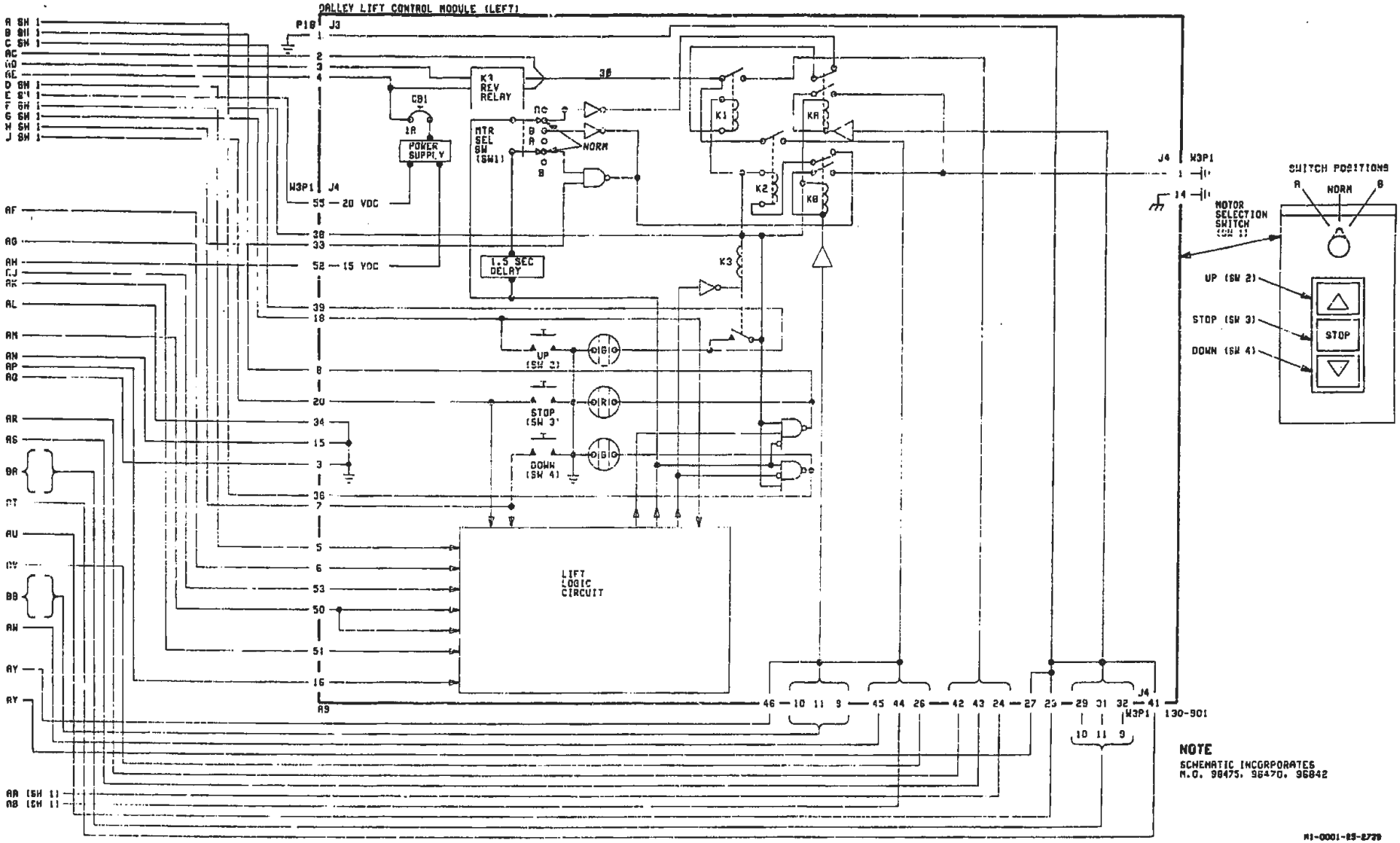
C Galley Left Lift System Electrical Schematic
C SCHEM 1 (Sheet 1)

R EFFECTIVITY: 032-999
R
001B


GALLEY LIFT DOOR INTERLOCK SWITCH FAILED
CABIN LIFT DOOR INTERLOCK SWITCH FAILED
CABIN LIFT DOOR INTERLOCK SWITCHES
GALLEY LIFT DOOR INTERLOCK SWITCHES
GALLEY LEFT CB PANEL
INTERLOCK RESET (PUSH TO RESET)
UPPER DECELERATION SWITCH
LEFT LIFT
LIFT HATCH OCCUPIED SW
LIFT TOP OCCUPIED SW
LIFT HATCH SW
LEFT GRIP SWITCH S2
RIGHT GRIP SWITCH S1
LOWER DECELERATION SWITCH
GALLEY DOOR SWITCH LIGHT INTERLOCK RELAY
1 SEC TO DOPU
CAGE UP POS IND (GALLEY LEVEL)
CAGE DOWN POS IND (PASSENGER LEVEL)
LOAD LIMITER
LEFT LIFT DRIVE ASSY (A AND B POSITION)
THERMAL SWITCH PUSH TO RESET
MOTOR A BRAKE COIL
MOTOR B BRAKE COIL
PASS SERV BUS 1 3L ØA
PASS SERV BUS 1 3L ØB
PASS SERV BUS 1 3L ØC
115V AC
AC GND

C Galley Left Lift System Electrical Schematic
C SCHEM 1 (Sheet 2)

R EFFECTIVITY: ALL
R
001B



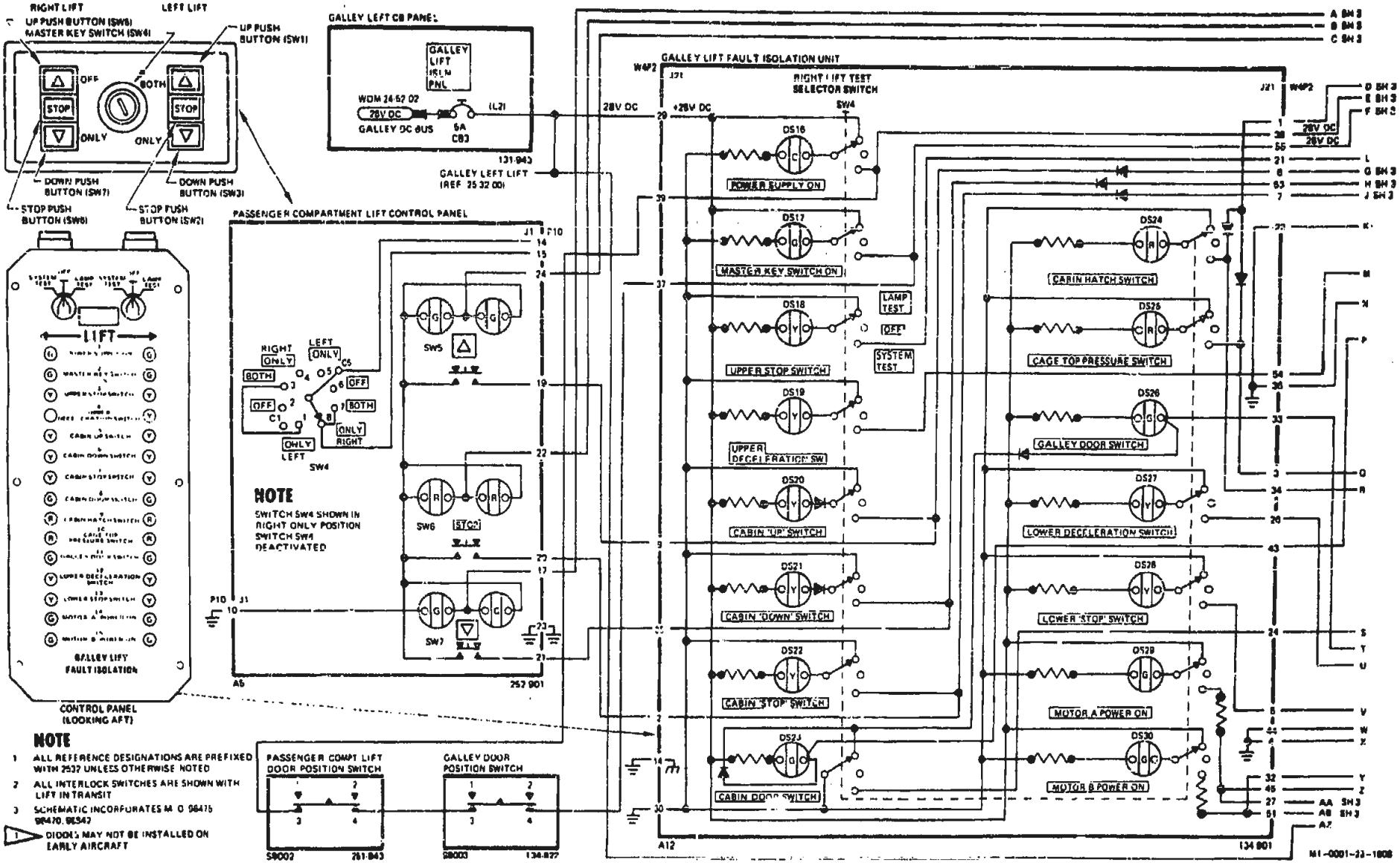
NOTE

SCHEMATIC INCORPORATES M.O. 98475, 98470, 98842

Galley Left Lift System Electrical Schematic
SCHEM 1 (Sheet 3)

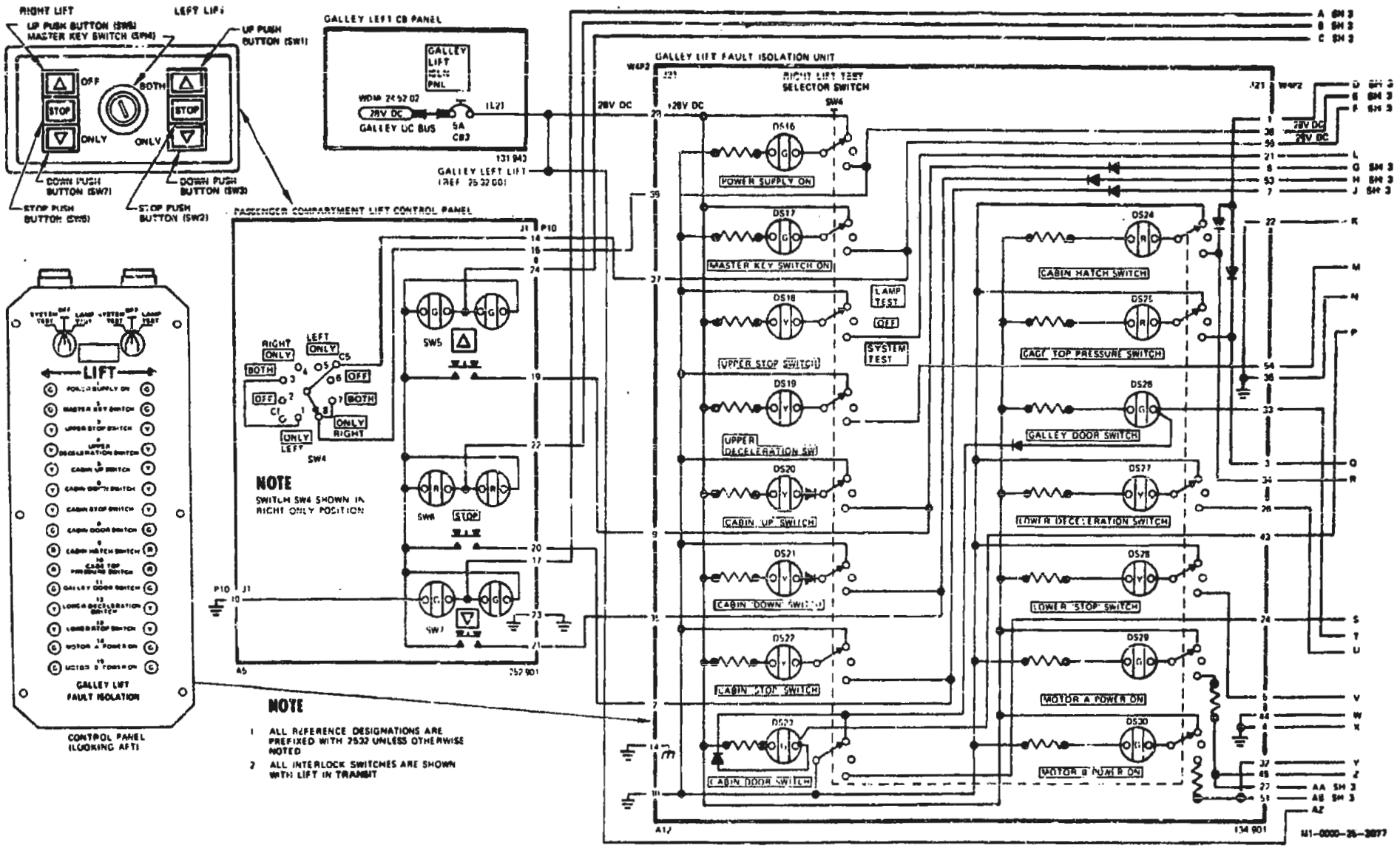
EFFECTIVITY: ALL

001B



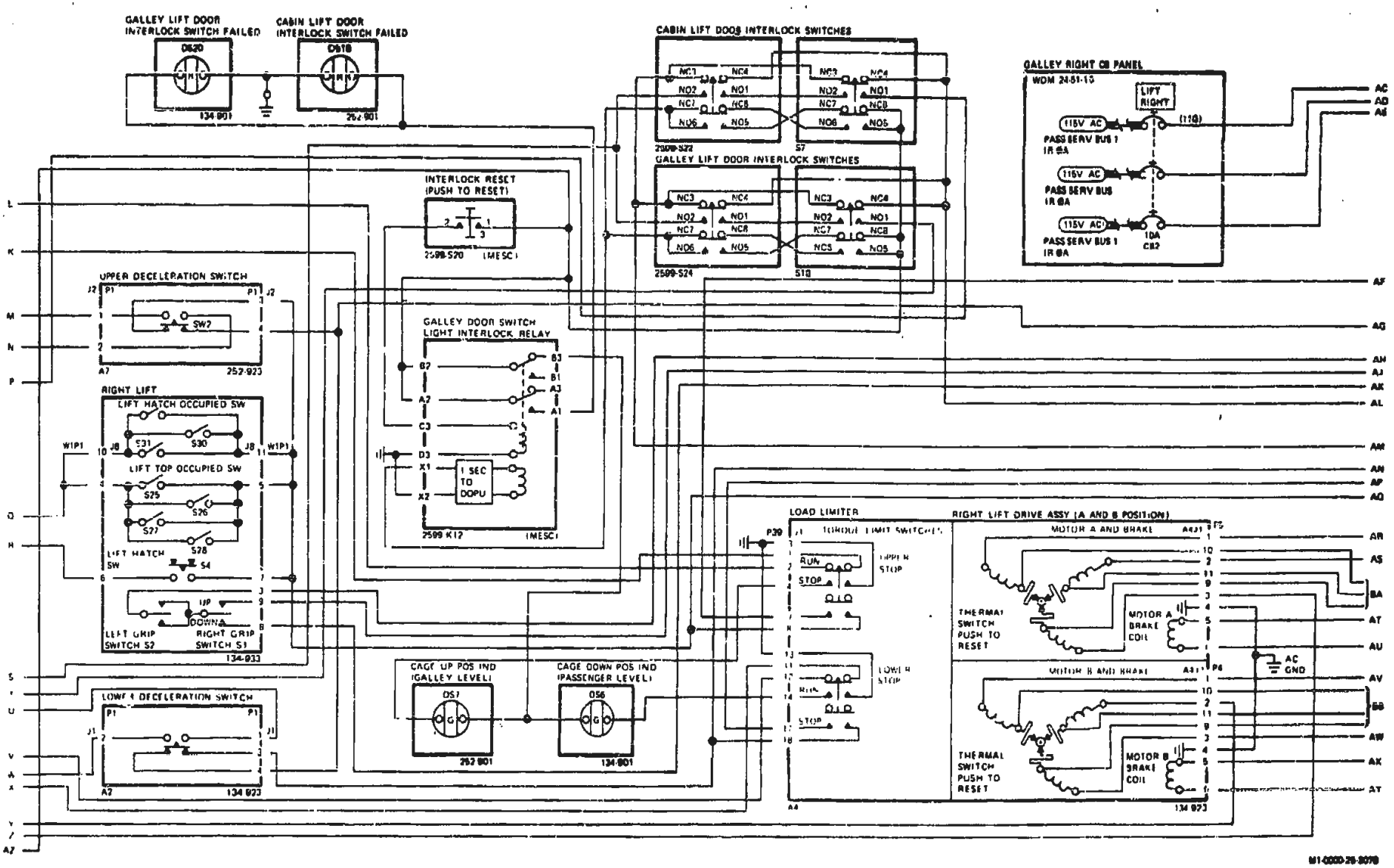
C Galley Right Lift System Electrical Schematic
C SCHEM 2 (Sheet 1)

R EFFECTIVITY: 001-031
R
0018



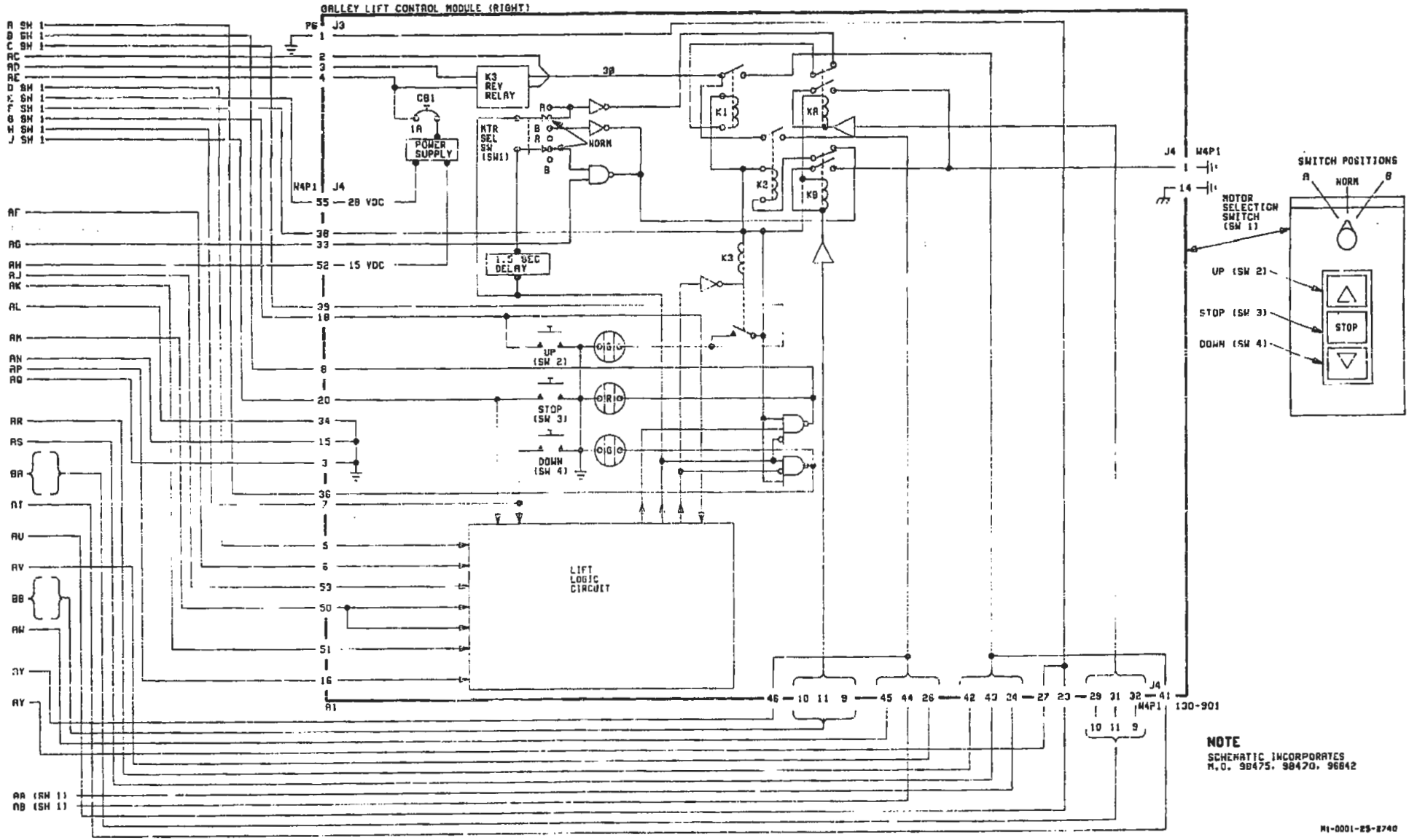
Galley Right Lift System Electrical Schematic
SCHEM 2 (Sheet 1)

EFFECTIVITY: 032-999



C Galley Right Lift System Electrical Schematic
C SCHEM 2 (Sheet 2)

R EFFECTIVITY: ALL
R
001B



NOTE
SCHEMATIC INCORPORATES M.O. 98475, 98470, 96842

M1-0001-25-2740

C Galley Right Lift System Electrical Schematic
C SCHEM 2 (Sheet 3)

R EFFECTIVITY: ALL
R
001B

GALLEY LIFT SYSTEM - ADJUSTMENT AND TEST

1. Adjustment/Test

These procedures provide instructions to perform operational, functional, and rigging tests of the galley lift system.

2. Equipment and Materials

AC voltmeter, Simpson Model 260 Multimeter, or equivalent

Phase sequence checker

Precision steel scale, or equivalent

Weight, 220 (±10) lb

Weight, 20 to 25 lb

Shim, 0.020

3. Referenced Procedure

24-41-00	External Power/Ground Service System - Maintenance Practices
25-32-10	Lift Drive Sprocket Assembly - Inspection and Check

4. Galley Lift System Tests

A. Galley Lift Fault Isolation Panel - Operational Test (Ref. Fig. 501)

R WARNING: THE LIFT MAINTENANCE STOPS MUST BE USED, IF MAINTENANCE IS PERFORMED UNDER THE LIFT WHEN LIFT IS IN THE UP POSITION.

FOR AIRCRAFT NOT INCORPORATING SB NO. 25-071, DC ELECTRICAL POWER MUST BE APPLIED TO THE GALLEY SYSTEM CIRCUIT BEFORE POSITIONING EITHER SELECTOR KNOB ON GALLEY LIFT FAULT ISOLATION CONTROL PANEL TO SYSTEM TEST. THE LIFT WILL MOVE TO THE FULL UP OR DOWN POSITION, IF SELECTOR KNOB IS POSITIONED TO SYSTEM TEST WITHOUT ELECTRICAL POWER APPLIED TO THE GALLEY SYSTEM CIRCUIT.

NOTE: This procedure provides instructions for complete testing of the galley lift fault isolation system, left and right.

(1) On galley left circuit breaker panel, zone 131, close circuit breaker LIFT LEFT (C2) and GALLEY LIFT ISLN PNL (L21).

(2) On galley right circuit breaker panel, zone 131, close circuit breaker LIFT RIGHT (G11).

(3) Energize aircraft electrical system (Ref. 24-41-00).

(4) Rotate left selector knob on galley lift fault isolation panel to LAMP TEST position. Fifteen lights (green, amber and red) must come on for left lift system.

NOTE: The selector is spring loaded to the OFF position.

(5) Rotate left selector knob to OFF position. All lights must be off.

(6) Test POWER SUPPLY ON (No. 1 green light):

(a) Rotate left selector knob to SYSTEM TEST position.

(7) Test MASTER KEY SWITCH ON (No. 2 green light):

C (a) Master key switch has been by-passed. No. 2 green
C light must remain on.

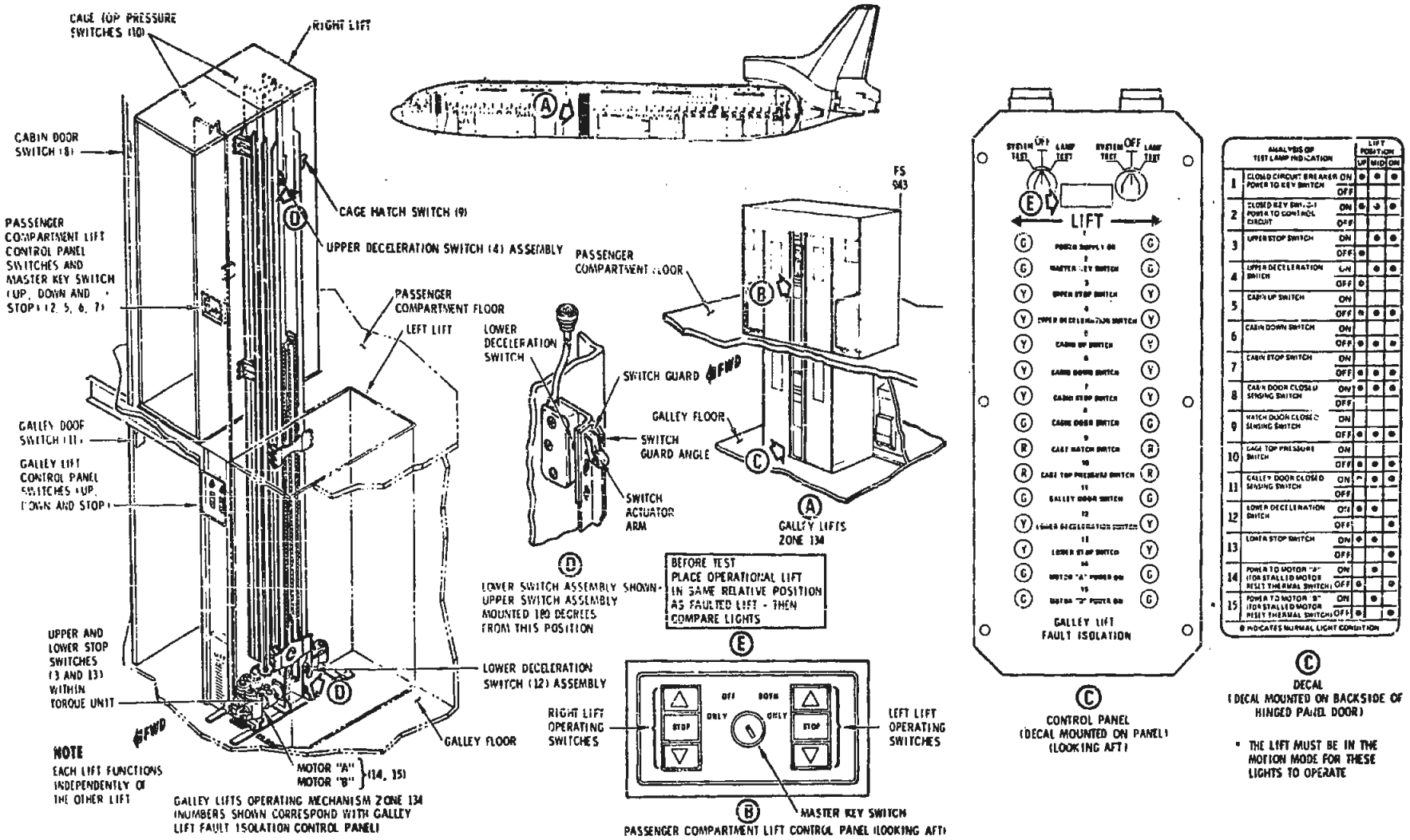
(8) Test UPPER STOP SWITCH (No. 3 yellow light):

(a) On passenger compartment lift control panel, press left lift up button. Lift will move to full up position; No. 3 yellow light must remain off.

(b) On passenger compartment lift control panel, press left lift down button. When lift moves downward slightly, press lift STOP button; No. 3 yellow light must come on.

(9) Test UPPER DECELERATION SWITCH (No. 4 yellow light):

(a) Press left lift up button on passenger compartment lift control panel. Left lift must operate to full up position and No. 4 yellow light must be out.


CAGE TOP PRESSURE SWITCHES (10)
RIGHT LIFT
CABIN DOOR SWITCH (8)
CAGE HATCH SWITCH (9)
UPPER DECELERATION SWITCH (4) ASSEMBLY
PASSENGER COMPARTMENT LIFT CONTROL PANEL SWITCHES AND MASTER KEY SWITCH (UP, DOWN AND * STOP) (2, 5, 6, 7)
PASSENGER COMPARTMENT FLOOR
LEFT LIFT
GALLEY DOOR SWITCH (11)
GALLEY LIFT CONTROL PANEL SWITCHES (UP, DOWN AND STOP)
UPPER AND LOWER STOP SWITCHES (3 AND 13) WITHIN TORQUE UNIT
LOWER DECELERATION SWITCH (12) ASSEMBLY
GALLEY FLOOR
FWD
MOTOR "A" (14, 15)
MOTOR "B"
NOTE
EACH LIFT FUNCTIONS INDEPENDENTLY OF THE OTHER LIFT
GALLEY LIFTS OPERATING MECHANISM ZONE 134
(NUMBERS SHOWN CORRESPOND WITH GALLEY LIFT FAULT ISOLATION CONTROL PANEL)
A
FS 943
PASSENGER COMPARTMENT FLOOR
GALLEY FLOOR
GALLEY LIFTS ZONE 134
LOWER DECELERATION SWITCH
SWITCH GUARD
SWITCH GUARD ANGLE
SWITCH ACTUATOR ARM
D
LOWER SWITCH ASSEMBLY SHOWN. UPPER SWITCH ASSEMBLY MOUNTED 180 DEGREES FROM THIS POSITION
BEFORE TEST PLACE OPERATIONAL LIFT IN SAME RELATIVE POSITION AS FAULTED LIFT - THEN COMPARE LIGHTS
E
RIGHT LIFT OPERATING SWITCHES
LEFT LIFT OPERATING SWITCHES
OFF
BOTH
ONLY
STOP
MASTER KEY SWITCH
B
PASSENGER COMPARTMENT LIFT CONTROL PANEL (LOOKING AFT)

C
CONTROL PANEL
(DECAL MOUNTED ON PANEL)
(LOOKING AFT)

	ANALYSIS OF TEST LAMP INDICATION		LIFT POSITION UP	MID	ON
1	CLOSED CIRCUIT BREAKER ON POWER TO KEY SWITCH	ON	●	●	●
		OFF			
2	CLOSED KEY SWITCH POWER TO CONTROL CIRCUIT	ON	●	●	●
		OFF			
3	UPPER STOP SWITCH	ON		●	●
		OFF	●		
4	UPPER DECELERATION SWITCH	ON		●	●
		OFF	●		
5	CABIN UP SWITCH	ON			
		OFF	●	●	●
6	CABIN DOWN SWITCH	ON			
		OFF	●	●	●
7	CABIN STOP SWITCH	ON			
		OFF	●	●	●
8	CABIN DOOR CLOSED SENSING SWITCH	ON	●	●	●
		OFF			
9	HATCH DOOR CLOSED SENSING SWITCH	ON			
		OFF	●	●	●
10	CAGE TOP PRESSURE SWITCH	ON			
		OFF	●	●	●
11	GALLEY DOOR CLOSED SENSING SWITCH	ON	*	●	●
		OFF			
12	LOWER DECELERATION SWITCH	ON	●	●	
		OFF			●
13	LOWER STOP SWITCH	ON	●	●	
		OFF			●
14	POWER TO MOTOR "A" (FOR STALLED MOTOR RESET THERMAL SWITCH)	ON		●	
		OFF	●		●
15	POWER TO MOTOR "B" (FOR STALLED MOTOR RESET THERMAL SWITCH)	ON		●	
		OFF	●		●

● INDICATES NORMAL LIGHT CONDITION

C
DECAL
(DECAL MOUNTED ON BACKSIDE OF HINGED PANEL DOOR)

* THE LIFT MUST BE IN THE MOTION MODE FOR THESE LIGHTS TO OPERATE

M1-1601-25-1305

CR
CR

Galley Lift Fault Isolation System Test Panel
Figure 501

EFFECTIVITY: ALL

0018

(b) Press left lift down button on passenger compartment lift control panel; when left lift is more than 5.5 inches from full up position, press lift STOP button. No. 4 yellow light must be on.

NOTE: The switch (contacts normally closed) is actuated by the lift striker bracket when the lift is within 5.5 inches of the lift maximum up position; No. 4 yellow light must be out within this dimension.

(10) Test CABIN UP SWITCH (No. 5 yellow light), CABIN DOWN SWITCH (No. 6 yellow light), and CABIN STOP SWITCH (No. 7 yellow light):

NOTE: The lift can be in any position (static or moving) for this step. No. 5, 6, and 7 yellow lights are normally out.

(a) Press left lift up button on passenger compartment lift control panel. No. 5 yellow light must be on when button is continually depressed.

(b) Release left lift up button; No. 5 yellow light must go out.

(c) Press left lift up button on passenger compartment lift control panel. No. 6 yellow light must be on when button is continually depressed.

(d) Release left lift up button; No. 6 yellow light must go out.

(e) Press left lift STOP button on passenger compartment lift control panel. No. 7 yellow light must be on when button is continually depressed.

(f) Release left lift STOP button; No. 7 yellow light must go out.

(11) Test CABIN DOOR SWITCH (No. 8 green light):

(a) Open passenger compartment left lift door. No. 8 green light must be out.

(b) Close passenger compartment left lift door. No. 8 green light must be on.

(12) Test CAGE HATCH SWITCH (No. 9 red light):

NOTE: The lift must be positioned at galley level for this step.

(a) Open galley left lift top exit (escape) hatch. No. 9 red light must be on.

(b) Close galley left lift top exit (escape) hatch. No. 9 red light must be out.

(13) Test CAGE TOP PRESSURE SWITCH (No. 10 red light):

NOTE: The lift must be positioned at galley level for this step.

Strip (or tape) switches are spread over the lift top area, and are electrically connected in parallel. Actuation of any one switch will illuminate No. 10 red light.

R (a) On the left and right lifts, place a 25 pound (11 R Kg) load on the center of the forward top pressure R panels.

R • No. 10 red light comes on.

R • Remove load and verify No. 10 red light R goes off.

R (b) On the left and right lifts, place a 25 pound (11 R Kg) load with a bearing area of one square inch R (25.4 square MM), alternately, around the cart R restraint tiedown [place approximately 6 inches R (152.4 MM) from tiedown].

R • On each placement, verify the No. 10 red R light comes on.

R • On each removal, verify the No. 10 red R light goes off.

R (c) On the left and right lifts, place a 25 pound (11 R Kg) load on the center of the aft top pressure R panels.

R • Verify No. 10 red light comes on.

R • Remove load and verify No. 10 red light R goes off.

(14) Test GALLEY DOOR SWITCH (No. 11 green light):

(a) Open galley left lift door. No. 11 green light must be out.

(b) Close galley left lift door. No. 11 green light must be on.

(15) Test LOWER DECELERATION SWITCH (No. 12 yellow light):

NOTE: The lift must be positioned at galley level for this step.

(a) No. 12 yellow light must be out with left lift at galley level.

NOTE: The galley or passenger compartment lift control panel may be used in the remaining steps of this test procedure.

(b) Press left lift up button on lift control panel, and press left lift STOP button when left lift is more than 6.1 inches above full down position. No. 12 yellow light must be on.

NOTE: The switch (contacts are normally closed) is actuated by the lift actuator bar when the lift is approximately 6.1 inches above the galley level; No. 12 yellow light must be out within this dimension.

(16) Test LOWER STOP SWITCH (No. 13 yellow light):

NOTE: The lift must be positioned at galley level for this step.

(a) No. 13 yellow light must be out with left lift at galley level.

(b) Press left lift up button on lift control panel, and press left lift STOP button when left lift is above full down position. No. 13 yellow light must be on.

(17) Test MOTOR A POWER ON (No. 14 green light) and MOTOR B POWER ON (No. 15 green light):

NOTE: No. 14 and 15 green lights function in sequence with the starting, in transit and stopping of the lift. The sequence of the lift motors (for lift operation in either direction) during starting and in transit for each lift is motor A (No. 14 green light on), then motor B (No. 15 green light on). The sequence of the lift

motors (for lift operation in either direction) during deceleration and stopping is motor B (No. 15 green light off), then motor A (No. 14 green light off).

(a) Press left lift down button on lift control panel. No. 14 and 15 green lights must be on when lift is in transit, and out when lift is in full down position.

(b) Press left lift up button on lift control panel. No. 14 green light must be onas left lift initially starts upward and accelerates. No. 15 green light must be on after 6.1 inches of left lift travel as measured from full down position. No. 15 green light must go out when left lift is approximately 5.5 inches below lift full up position. Electrical power is removed from motor B within this dimension. No. 14 green light must go out when left lift is in full up position. Electrical power is removed from motor A at end of travel (hard stop).

NOTE: The same sequence occurs when the lift is in the reverse direction (lift going down).

(18) Repeat Steps 4A(2) through 4A(17) for right lift system.

C C (19) Check operation of galley lift door interlock switches as follows:

(a) At passenger compartment lift enclosure door interlock switches (on outboard panel), depress upper switch.

C (b) Verify lift will not operate.

(20) Repeat Step 4A(19) for each switch on each galley lift door.

(21) Deenergize aircraft electrical system (Ref. 24-41-00).

B. Galley Lift System Functional Test

The procedure applies to testing the left and right lift systems, above and below the passenger compartment floor.

WARNING: USE THE LIFT MAINTENANCE STOPS IF MAINTENANCE IS PERFORMED UNDER THE LIFT WHEN LIFT IS IN UP POSITION.

FOR AIRCRAFT NOT INCORPORATING SB NO. 25-071, DC ELECTRICAL POWER MUST BE APPLIED TO THE GALLEY SYSTEM CIRCUIT BEFORE POSITIONING EITHER SELECTOR KNOB ON GALLEY LIFT FAULT ISOLATION CONTROL PANEL TO SYSTEM TEST. THE LIFT WILL MOVE TO THE FULL UP OR DOWN POSITION, IF SELECTOR KNOB IS POSITIONED TO SYSTEM TEST WITHOUT ELECTRICAL POWER APPLIED TO THE GALLEY SYSTEM CIRCUIT.

(1) Energize aircraft electrical system (Ref. 24-41-00).

(2) Check all lift door interlock switches, including lift door, are closed.

(3) Check no external weight (serving cart) is on lift roof.

(4) Check lift maintenance stops are in stowed position.

(5) On galley left circuit breaker panel, zone 131, verify circuit breakers LIFT LEFT (C2) and GALLEY LIFT ISLN PNL (L21) are closed.

On galley right circuit breaker panel, zone 131, verify circuit breaker LIFT RIGHT (G11) is closed.

C (6) DELETED.

(7) Check mode switch on galley lift control panel is positioned to NORM.

(8) Check GALLEY LIFT FAULT ISOLATION control panel test switches are in Off position.

(9) Push lift up button on passenger compartment lift control panel, if lift is not in the full up position.

(10) Open and tag circuit breakers [Ref. Step 4B (5)].

(11) At galley level, open lift enclosure doors and extend maintenance stops.

(12) Disconnect both electrical connectors (A and B) at galley lift power unit for left and right lifts.

(13) Remove tags and close circuit breakers [Ref. Step 4B (10)].

(14) Push and hold down position button on passenger compartment lift control panel.

(15) Use test probes of an ac voltmeter and check for 115 (±4) V ac at pins 1, 2, and 3 of both A motor connectors.

NOTE: Pin 4 of motor connector is neutral.

(16) Use test probes of a phase sequence checker and check for phase A at pin 1, Phase B at pin 2, and phase C at pin 3 for both A motor connectors.

(17) Release down position button on passenger compartment lift control panel.

(18) Retract maintenance stops [Ref. Step 4B(11)].

(19) Manually move each lift downward approximately 12 inches to clear upper deceleration switch assembly.

(20) Repeat Steps 4B(14) through 4B(19) for both B motor connectors.

(21) Actuate upper switch (deceleration) on lower switch assembly for each lift. Check that voltage is zero at pins of both B motor connectors.

(22) Release deceleration switch on lower switch assembly for each lift.

(23) Open and tag circuit breakers [Ref. Step 4B(5)].

(24) Connect both electrical connectors (A and B) at the galley lift power unit for left and right lifts.

NOTE: Steps 4B(25) through 4B(58) check out left lift only.

(25) Manually move lift to full up position.

(26) On galley left circuit breaker panel, zone 131, close circuit breaker LIFT LEFT (C2).

(27) Check lift is empty.

(28) Push left lift down button on passenger compartment lift control panel. Left lift must initially start downward at a slow rate of speed, then travel must be at full rate of speed. Lift must reduce rate of speed near full down position, and then stop. Green

indicator light on lift enclosure panel placarded DO NOT OPEN DOOR WHEN LIGHT is out, shall come on.

C C (29) Check lift floor is within +0.00, -0.25 inch of galley floor. If lift floor is not within tolerance, adjust as specified in Paragraph 5C.

NOTE: Do not include the height of the sensor pressure plate when checking dimension at top of lift.

(30) Manually raise lift approximately 12 inches to clear lower limit switch assembly (lower switch).

(31) Push lift up button on passenger compartment lift control panel. Left lift must initially start upward at a slow rate of speed, then travel must be at full rate of speed. Lift must reduce rate of speed near full up position, and then stop. The Green indicator light above lift enclosure door must come on.

(32) Check lift floor is within +0.25, -0.00 inch of passenger compartment floor.

(33) Repeat Steps 4B(28) through 4B(32) using left lift button on galley lift control panel.

(34) Repeat Steps 4B(28) through 4B(32) using left lift internal controls.

NOTE: The left lift will stop and remain stopped if either lift internal control is released during lift travel when utilizing internal lift controls. Reactivating lift internal control will reactivate lift operation.

(35) Position mode switch on galley left lift control panel to A.

(36) Operate left lift upward and downward noting lift will be operating at half speed using only motor A (FIP light No. 14 on).

(37) Position mode switch on galley left lift control panel to B.

(38) Operate left lift upward and downward noting lift will be operating at half speed using only motor B (FIP light No. 15 on).

(39) Position mode switch on galley left lift control panel to NORM.

(40) Push lift up button on passenger compartment lift control panel.

(41) Load left lift internally with 220 (±10) pounds.

(42) Check lift floor is within +0.250, -0.00 inch of passenger compartment floor.

(43) Push lift down button on passenger compartment lift control panel.

(44) Check lift floor is within +0.25, -0.00 inch of galley floor. Check top of lift is within +0.25, -0.00 inch of passenger compartment floor. If lift cage floor is not within tolerance, adjust as specified in Para. 5C.

C (45) DELETED.

(46) Open passenger compartment left lift enclosure door.

(47) Check lift will not operate in either direction when depressing left lift control buttons.

(48) Close passenger compartment lift enclosure door.

(49) Open galley left lift enclosure door.

(50) Check lift will not operate in either direction when depressing left lift control buttons.

(51) Close galley left lift enclosure door.

(52) Open left lift top exit (escape) hatch door.

CAUTION: LIFTS WILL OPERATE IN DOWNWARD DIRECTION WITH HATCH OPEN OR LOAD ON LIFT TOP.

(53) Check lift will not operate in upward direction when depressing left lift control buttons.

(54) Close left lift top exit (escape) hatch door.

(55) Load left lift externally on roof forward panel, in center, with 20 to 25 pounds.

(56) Check left lift will not operate in upward direction when depressing left lift control buttons.

(57) Reposition external weight to right and left sides of restraint fitting on lift roof, and center portion of lift roof aft panel, individually. Repeat Step 4B(56) for each external weight position on lift roof.

(58) Remove external weight from left lift roof.

CR CR (59) Check operation of left lift door interlock switches as follows:

R R R (a) At passenger compartment lift enclosure door interlock switches (on outboard panel), depress upper switch.

CR (b) Verify lift will not operate.

R R (60) Repeat Step 4.B.(59) for lower switch and for each switch on galley-level lift enclosure door.

R (61) Repeat Steps 4.B.(25) through 4.B.(60) for right lift.

(62) Deenergize aircraft electrical system (Ref. 24-41-00).

5. Galley Lift System Rigging and Adjustment

This procedure applies to rigging and adjusting the left and right lift systems, above and below the passenger compartment floor.

WARNING: USE THE LIFT MAINTENANCE STOPS IF MAINTENANCE IS PERFORMED UNDER THE LIFT WHEN LIFT IS IN THE UP POSITION.

A. Visual Check of Lift Chain

WARNING: ENSURE THAT CHAINS ARE EQUALLY TENSIONED. INSURE CAGE ATTACH FITTING EQUALIZING BAR IS IN AN EXACT HORIZONTAL POSITION AND THAT THE CHAIN ATTACH PIVOT PINS ARE BETWEEN THE WITNESS MARKS ON THE CAGE ATTACHMENT BLOCK.

NOTE: Each dual width chain is 203.625 (+0.125, -0.000) inches in length, with 20-40 lbs tension applied; chain ends must have male end links.

(1) Verify male link portion of each lift chain is installed to lift attachment assembly with pin heads out and cotter pin ends toward each other; verify cotter pins are properly installed.

(2) Verify chain links are properly engaged with dual sprocket teeth at upper and lower ends of chain installation.

(3) Perform lower drive sprocket visual check (Ref. 25-32-10, 601).

(4) Load lift internally with 220 (±10) pounds.

(5) Position lift manually so lift attachment assembly (lower end of take-up slots of balance yoke) is adjacent to inspection hole in rail assembly.

NOTE: The lift not being inspected must be in up position and maintenance stops extended.

(6) Verify lower pins in take-up slots are between two lines on balance yoke. If pins are above lines readjust chain tension as follows:

(a) Manually raise lift to up position until maintenance stops can be extended below lift cage.

(b) Manually lower lift cage onto maintenance stops.

(c) On galley left circuit breaker panel, zone 131, verify circuit breaker LIFT LEFT (C2) is open and tagged.

On galley right circuit breaker panel, verify circuit breaker LIFT RIGHT (G11) is open and tagged.

(d) At passenger compartment, enter lift cage and remove cover plate from lift lower attachment fitting.

(e) Remove four mounting bolts securing lift attachment fitting to lower roller assembly.

(f) At galley lift control panel, operate applicable manual crank and lower lift attachment fitting below lift cage.

(7) Adjust cable tension turnbuckles on lift attachment assembly as follows:

(a) Loosen locknuts on turnbuckles and loosen turnbuckles until upper pins move away from upper end of slots.

(b) Turn each turnbuckle, keeping chain balance beam horizontal, until pins bear at each end of take-up slots in chain balance beam.

(c) Turn each turnbuckle an additional 2 to 2-1/2 turns to pre-load chains.

(d) Tighten locknuts and lock-wire.

(8) Use manual handcrank to raise lift attachment fitting into position to reinstall attaching bolts from inside lift cage.

(9) Install four attaching bolts.

(10) Install cover plate over access opening.

(11) Use handcrank to raise lift clear of maintenance stop and retract stop.

(12) Repeat Steps 5A(4) thru 5A(6) to verify chain tension is as required.

B. Preliminary Rigging (Without Electrical Power)

(1) Verify lower cage roller assemblies are adjusted as follows:

(a) Verify lift rear forward-and-aft rollers are in contact with lift guide rail.

(b) Insert 0.020-inch shim between front forward-and-aft roller and guide rail.

(c) Loosen forward-and-aft roller bracket (upper two holes are slotted) and adjust so roller contacts 0.020-shim tightly; tighten bracket. Remove shim and lock-wire mounting bolts.

(2) Verify striker surface of lower actuator bracket on cage is adjusted parallel to limit switch bracket and has 0.06 to 0.13-inch clearance.

(3) Verify upper and lower deceleration switch actuator arms are free to depress into guard channel without binding.

(4) Verify lift cage maintenance stops are in stowed position.

C. Galley Lift Travel Rigging (With Electrical Power)

(1) On galley left circuit breaker panel, zone 131, verify circuit breaker LIFT LEFT (C2) is closed.

On galley right circuit breaker panel, zone 131, verify circuit breaker LIFT RIGHT (G11) is closed.

C (2) DELETED.

(3) Press left lift UP botton on control panel.

(4) Verify green indicator light above lift enclosure door placarded DO NOT OPEN DOOR WHEN LIGHT IS OUT, comes on (allow lift to come to full stop before opening door).

(5) Open passenger compartment left lift door. Verify left lift floor is within +0.25, -0.00 inch of passenger compartment floor threshold. If lift floor is not within these limits, perform the following:

(a) Measure distance lift floor is out of tolerance.

(b) Close passenger compartment left lift door.

(c) Press left lift DOWN button on control panel and lower lift to galley level.

(d) Open and tag circuit breakers [Ref. Step 5C(1)].

(e) Open passenger compartment left lift door and locate upper hard stop (shock absorber) on lift guide rail above lift.

(f) Note and mark position of shock absorber support bracket on serrated plate.

(g) Loosen, four support bracket required direction and distance to bring lift floor into tolerance.

(h) Tighten shock absorber support bracket mounting bolts.

(6) Remove tags and close circuit breakers [Ref. Step 5C(1)].

(7) Repeat Steps 5C(3) thru 5C(5) until lift floor is within tolerance.

(8) At galley lift control panel, press left lift DOWN button.

(9) Allow lift to come to a full stop and verify green indicator light on lift enclosure panel placarded DO NOT OPEN DOOR WHEN LIGHT IS OUT comes on.

(10) Open lift enclosure door and verify lift floor is within +0.25, -0.00 inch of galley floor threshold. If lift floor is not within limits, perform the following:

(a) Measure distance lift floor is out of limit tolerance.

(b) Close galley left lift enclosure door and press left lift UP button on control panel.

(c) Open and tag circuit breakers [Ref. Step 5C(1)].

WARNING: USE THE LIFT MAINTENANCE STOPS IF MAINTENANCE IS PERFORMED UNDER THE LIFT CAGE.

(d) Extend maintenance stop under left lift.

(e) At left lift galley level hard stop (shock absorber), note and mark shock absorber support bracket position on serrated plate.

(f) Loosen four support bracket mounting bolts and move support bracket in direction and distance required to bring lift floor stop position into tolerance.

(g) Tighten mounting bolts.

(h) Retract maintenance stops.

(i) Remove tags and close circuit breakers [Ref. Step 5C(1)].

(11) Repeat Steps 5C(8) thru 5C(10) until lift floor is within tolerance.

(12) Load left lift internally with 220 (±10) pounds.

(13) Repeat Steps 5C(3) through 5C(11) to verify lift cage stops within tolerance specified with internal load.

(14) Operate lift through six cycles and recheck lift cage floor to galley floor threshold limit tolerance.

(15) Repeat Steps 5C(1) through 5C(14) for right lift system.

(16) Shut off electrical power (Ref. 24-41-00).

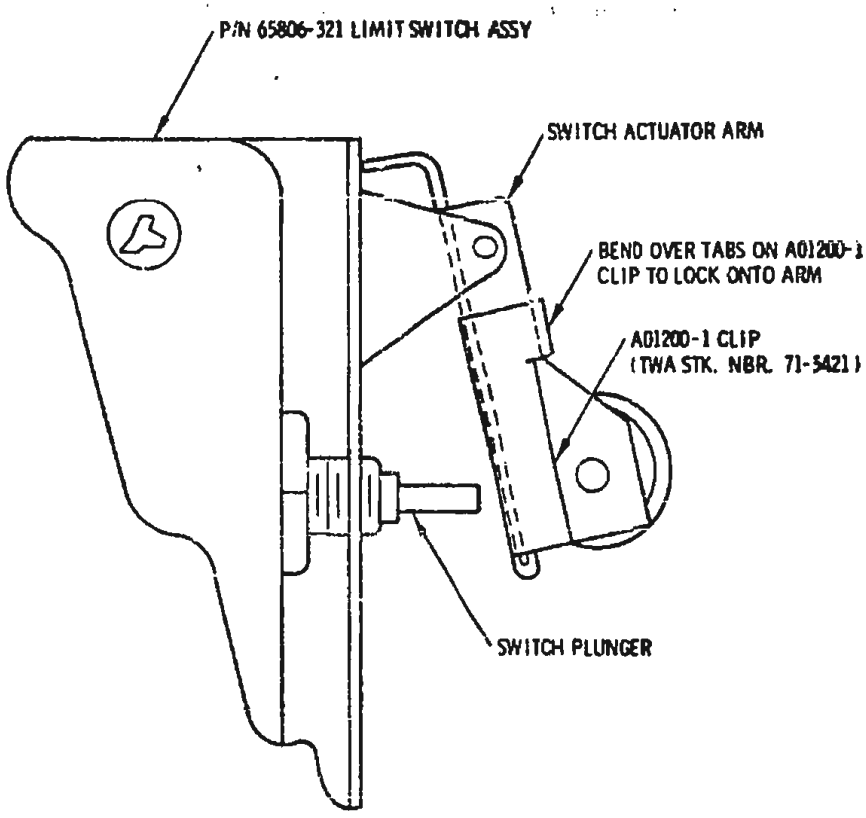
C D. DELETED.

CR GALLEY LIFT SYSTEM - APPROVED REPAIRS

CR 1. Galley Lift Limit (Deceleration) Switch Arm Repair

CR A. When a hole is worn through the galley lift limit switch
CR actuating arm, the deceleration switch either sticks in the
CR open position causing the lift to travel at half speed or in
CR the closed position, causing the lift to drive into the
CR stops at full speed.

CR B. To preclude the need to change a switch assy that has a worn
CR actuator arm a repair clip has been fabricated and stocked
CR under TWA Stk. Nbr. 71-5421. (Ref. Fig 801). Figure 801
CR shows how to install the repair clip on a switch actuating
CR arm without removing the switch assy from the aircraft.



GALLEY LIFT LIMIT SWITCH ARM REPAIR

M1-0000-25-2553

CR
CR
GALLEY Lift Limit Switch Arm-Approved Repair
Figure 801

R
R
001B
EFFECTIVITY: ALL

GALLEY LIFT CAGE - MAINTENANCE PRACTICES

1. General

This section provides procedures for positioning the galley lift on maintenance stops under various conditions of the lift chains, power unit, and manual crank, as follows:

A. Chains are not broken and power unit is operative electrically (normal condition).

B. Chains are not broken and power unit will not operate electrically.

C. Chains are broken.

D. Lift cannot be raised electrically, or with the hand crank or manually.

See Paragraph 4 for procedure to raise lift off the stop and restow the stop(s).

2. Referenced Procedure

25-32-22 Lift Chain and Lift Cage Attachment Assembly - Removal and Installation

3. Placing Lift on Maintenance Stop(s)

NOTE: Select procedure A, B, C, or D according to the lift condition.

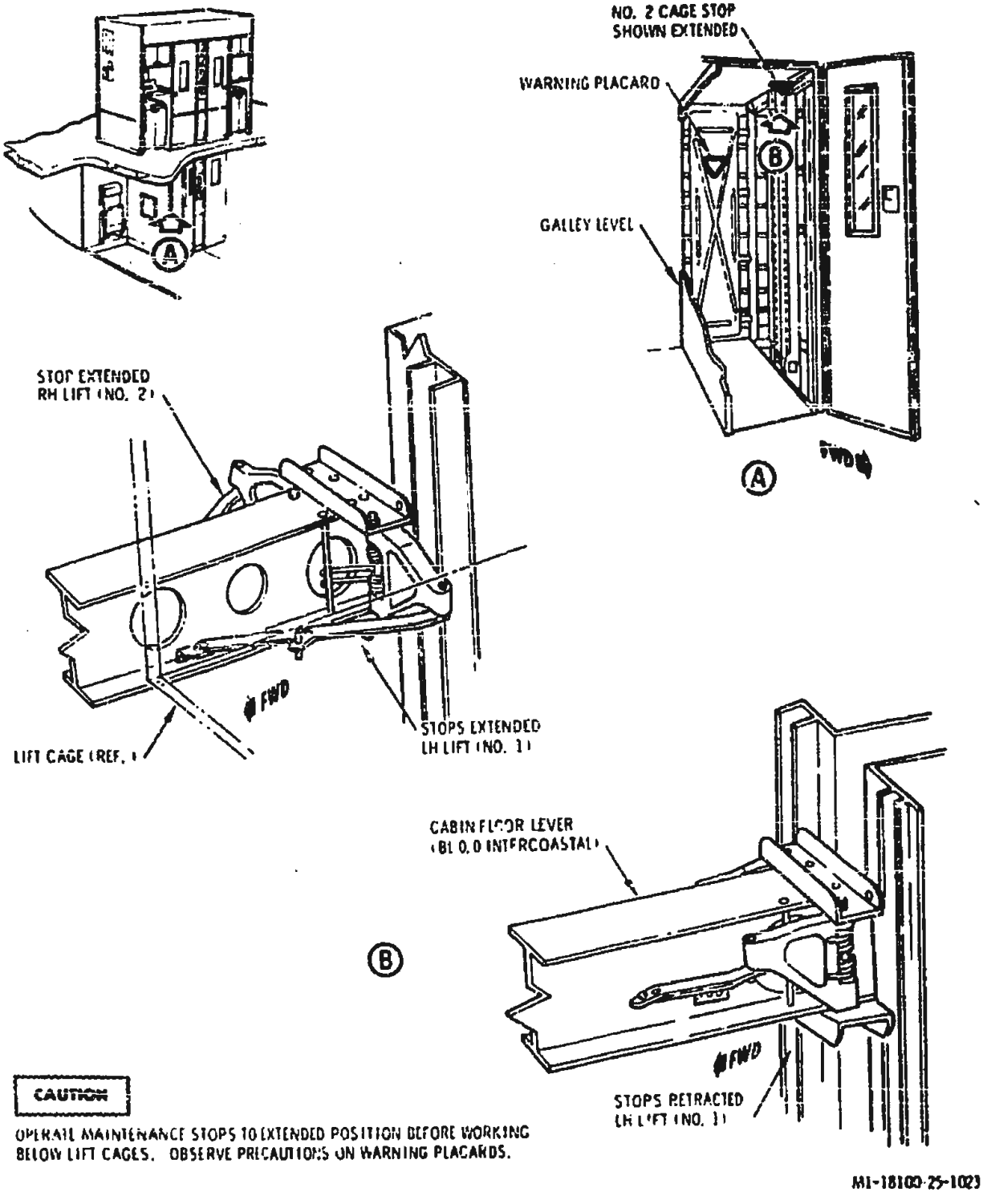
A. Chains are not broken and power unit is operative electrically (normal condition):

R (1) Verify circuit breaker on galley circuit breaker
R panels, zone 131, is closed for lift requiring maintenance.

(2) Operate lift to cabin level from galley control panel.

(3) Open and tag circuit breaker, zone 131, for lift requiring maintenance.

(4) Gain access through galley lift enclosure door and extend maintenance stop(s).



CAUTION

OPERATE MAINTENANCE STOPS TO EXTENDED POSITION BEFORE WORKING BELOW LIFT CAGES. OBSERVE PRECAUTIONS ON WARNING PLACARDS.

MI-18100-25-1023

CR
CR

Galley Lift Maintenance Stops
Figure 201

EFFECTIVITY: ALL

0016

(5) Using manual crank on galley control panel, lower lift to rest on maintenance stop(s).

B. Chains are not broken and power unit will not operate electrically:

(1) Open and tag circuit breaker, zone 131, for lift requiring maintenance.

(2) Using manual crank located on lift control panel, zone 131, raise lift high enough to extend maintenance stops.

(3) Gain access through galley lift enclosure door and extend maintenance stop(s).

(4) Using manual crank, lower lift to rest on stop(s).

C. Chains are broken:

(1) Open and tag circuit breaker on galley circuit breaker panels, zone 131, for lift requiring maintenance.

(2) Gain access through galley lift enclosure door, manually (two men required) raise lift, extend maintenance stops and lower lift to rest on maintenance stop(s).

D. Lift cannot be raised (electrically, hand crank, or manually):

(1) Open and tag circuit breaker on galley circuit breaker panels, zone 131, for lift requiring maintenance.

R (2) Provide suitable blocking underneath cage so cage will not fall when released from chain attachment fitting.

WARNING: BLOCK PROVIDED MUST HOLD LIFT IN ITS PRESENT
R POSITION SO IT WILL NOT MOVE DOWN.

R (3) Gain access to inside of lift cage.

(4) Remove round access cover.

R (5) Remove four bolts to chain attachment fitting (Ref. 25-32-22).

(6) Push attach fitting away from cage to insure its freedom.

(7) Return to galley level, raise lift manually (two men required), extend maintenance stops, and lower lift to rest on stop(s).

4. Raising Lift off Maintenance Stop(s)

A. Procedure

R (1) Verify chain attach fitting is securely bolted to cage
R (Ref. 25-32-22). Verify chains are connected.

(2) Using manual crank, raise lift far enough to stow maintenance stop(s) (Ref. Fig. 201).

(3) Retract maintenance stops. Close galley level door. Close circuit breaker and remove tag. Operate lift.

GALLEY LIFT CAGE - REMOVAL AND INSTALLATION

1. General

Two lift cages are located in the mid-service center area, zone 250. The lift cages are removed from the lift enclosures at the passenger compartment level.

2. Referenced Procedures

25-32-00	Galley Lift System - Adjustment and Test
25-32-06	Lift Internal Control Switches - Removal and Installation
25-32-07	Lift Enclosure Doors - Removal and Installation
25-32-13	Limit Switch Assembly - Removal and Installation
25-32-16	Lift Upper and Lower Roller Assemblies - Removal and Installation
25-32-18	Lift Power Service Loop - Removal and Installation
25-32-22	Lift Chain and Lift Attachment Assembly - Removal and Installation
25-32-25	Power Service Loop Guide and Bracket - Removal and Installation
25-32-33	Lift Stabilization System Roller Actuator Assembly - Removal and Installation
25-32-38	Galley Lift Shock Absorber - Removal and Installation

3. Removal/Installation

A. Removal

CR NOTE: DELETED.

(1) Remove lift enclosure door and door strike angle at passenger compartment level for lift cage being removed (Ref. 25-32-07).

(2) Position lift cage to be removed to galley level.

(3) Position opposite lift to passenger compartment level.

(4) On galley left and right circuit breaker panels, zone
R 131, open and tag circuit breakers LIFT LEFT (C2) and
R LIFT RIGHT (G11).

(5) Extend maintenance stop(s) under lift and, using hand crank at galley control panel, lower upper lift to maintenance stop(s).

(6) Disconnect electrical connectors from power unit of lift cage being removed.

(7) Disconnect lift power service loop from lift cage (Ref. 25-32-18). Remove power service loop guide and remove bracket from cage but leave connector attached to bracket (Ref. 25-32-25).

(8) Inside lift cage, remove covers and stabilization roller assemblies: two upper outboard, two at lower outboard wall.

(9) Insert screw in hole of mounting angle, engage channel and tighten until roller is retracted into mounting angle of all four assemblies (Ref. Fig. 401).

(10) Inside lift cage, remove lift internal control switch enclosures but do not remove switches. Secure enclosures to ensure no damage to wires (Ref. 25-32-06).

(11) At passenger compartment level, remove top rollers from galley lift cage stabilization assembly (Ref. 25-32-33). bracket (Ref. 25-32-38).

CR (12) Remove upper galley lift shock absorber at bracket
CR (Ref. 25-32-38).

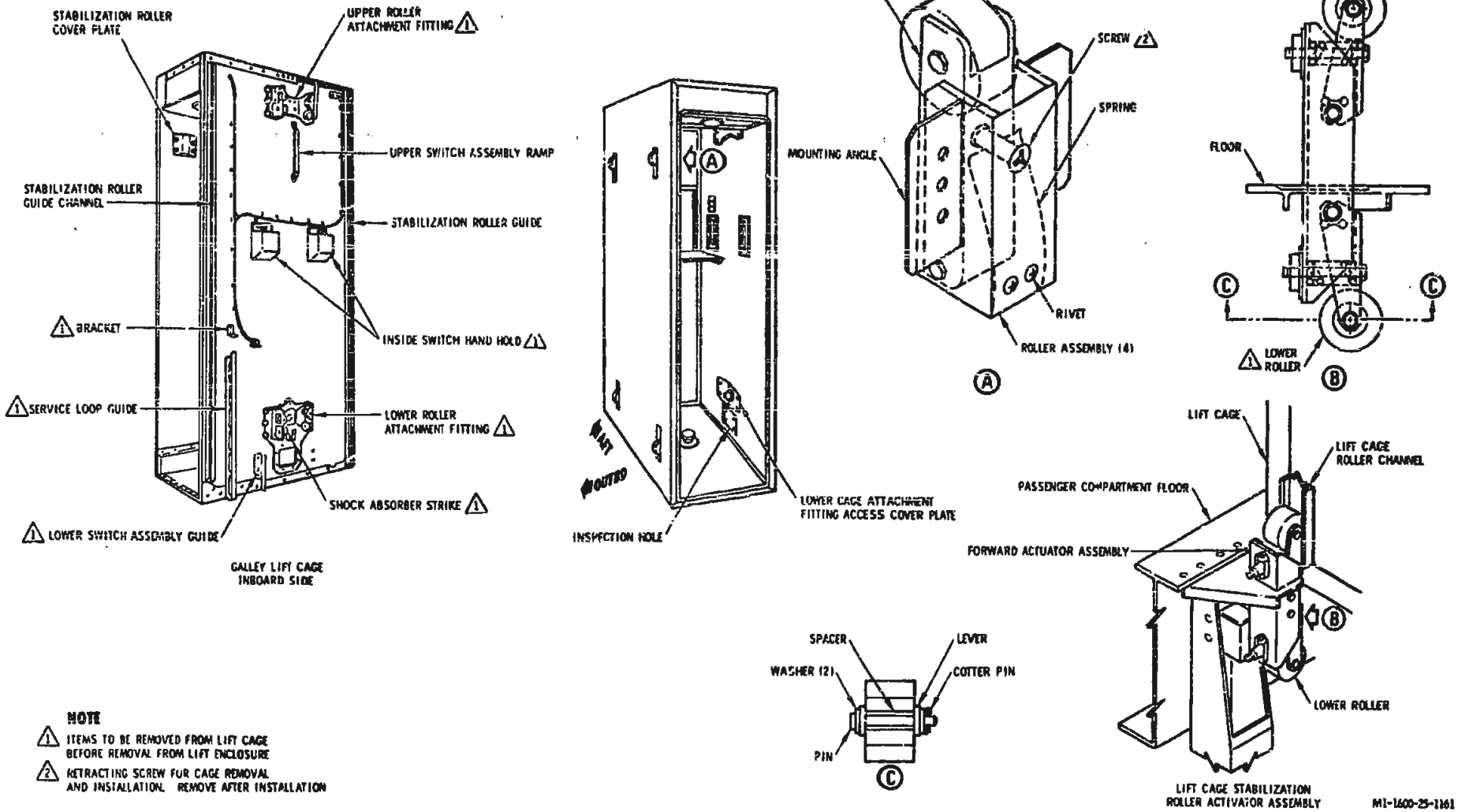
CR (13) Remove lower shock absorber strike bracket as follows:

(a) At galley control panel, handcrank lift cage up until shock absorber is not in contact with strike bracket.

(b) Remove cover from inspection hole below lower cage attachment fitting inside lift cage.

(c) While holding strike bracket, remove two attaching bolts; remove bracket through inspection hole.

(14) Remove lift cage attachment fitting using either of the following procedures:



NOTE

1. ITEMS TO BE REMOVED FROM LIFT CAGE BEFORE REMOVAL FROM LIFT ENCLOSURE
2. RETRACTING SCREW FOR CAGE REMOVAL AND INSTALLATION. REMOVE AFTER INSTALLATION

R R Galley Lift Cage - Removal and Installation
Figure 401

R R EFFECTIVITY: ALL

0168

(a) Remove lift cage attachment fitting (Ref. 25-32-22), then manually raise lift cage to passenger compartment level; extend maintenance stop(s) and lower cage onto stop(s).

NOTE: Lift cage weighs approximately 100 pounds.

(b) At galley level control panel, use handcrank to raise lift cage to passenger compartment level; extend maintenance stop(s) and lower cage on stop(s). Remove lift cage attachment fitting (Ref. 25-32-22) and lower fitting below cage for clearance.

(15) At left or right galley circuit breaker panel, as
R applicable, remove tag and close LIFT LEFT (C2) or LIFT
R RIGHT (G11) circuit breaker for lift cage not being removed.

(16) Operate lift control to lower lift to galley level.

(17) Open and tag circuit breaker closed in Step 3A(15).

(18) At galley level below lift cage, remove lower rollers from galley lift cage stabilization roller assemblies (Ref. 25-32-33).

CR (19) Remove lower deceleration switch assembly ramp bracket from lower inboard wall of cage.

(20) Enter lift enclosure of lift not being removed and remove upper (forward and aft) and lower (forward and aft) roller assemblies; retain spacers used on lower attachment fitting for reinstallation (Ref. 25-32-16).

R (21) Verify all items on inboard and outboard walls of cage have been removed to provide clearance through lift enclosure doorway.

CAUTION: USE EXTREME CARE TO NOT DAMAGE STRUCTURE OR COMPONENTS DURING LIFT CAGE REMOVAL. THE LIFT CAGE WEIGHS APPROXIMATELY 100 POUNDS (45 KILOGRAMS).

(22) Using two men below lift at galley level and two at upper level to guide and support cage, lift cage sufficiently to retract maintenance stop(s), then lower cage until top forward edge of cage clears lift enclosure doorway header.

(23) Carefully tip cage forward into passenger compartment; verify that aft lower edge of cage does not contact or damage aft wall of lower lift cage enclosure.

(24) When top aft edge of cage clears doorway header, lift cage up and out of lift enclosure into passenger compartment.

B. Installation

R NOTE: Verify items on inboard and outboard walls of lift cage that would provide clearance problem are removed [Ref. Steps 3A(1) through (24)].

(1) Verify that installed lift cage is at galley level.

(2) On galley left and right circuit breaker panels, open
R and tag circuit breakers LIFT LEFT (C2) and LIFT RIGHT
R (G11).

(3) Disconnect electrical connectors from galley lift power unit for lift cage being installed.

CAUTION: USE EXTREME CARE WHEN INSTALLING LIFT CAGE TO PREVENT LOWER AFT EDGE OF LIFT CAGE FROM DAMAGING AFT WALL OF LOWER LIFT ENCLOSURE. LIFT CAGE WEIGHS APPROXIMATELY 100 POUNDS (45 KILOGRAMS).

(4) Using two men at galley level and two at passenger compartment, insert lower end of lift cage into lift enclosure.

(5) Supporting lower end, raise upper end until almost touching lift enclosure doorway header.

(6) Carefully move cage in and down until top aft edge clears doorway header, then push top inward maintaining minimum clearance and observing lower aft edge clearance with lower lift enclosure aft wall.

(7) When cage top forward edge clears doorway header, position cage vertically and raise sufficiently to extend maintenance stop(s).

(8) At passenger compartment level, enter lift enclosure of opposite lift and install upper, and lower (forward and aft) roller assemblies onto lift attachment fittings (Ref. 25-32-16).

CR (9) Install lower deceleration switch assembly ramp bracket, forward at inspection hole, adjacent to lower cage attachment fitting.

(10) At galley level, install lower rollers on lift cage stabilization roller activator assemblies (Ref. 25-32-33).

(11) If lift cage attachment fitting was removed at passenger compartment level and lowered to below cage
CR level at removal [Ref. Step 3A(14)], proceed as follows:

(a) At galley lift control panel, handcrank lift cage attachment chain tension assembly up until it can be bolted to lift cage attachment fitting. Install four bolts and lock-wire (Ref. 25-32-22).

(12) If lift cage attachment fitting was removed at galley
R level and cage was manually raised to passenger
CR compartment [Ref. Step 3A(14)], proceed as follows:

(a) Using two men at galley level, raise lift cage and retract maintenance stop(s) then carefully lower lift cage to galley level. Cage weighs approximately 100 pounds (45 kilograms).

(b) Connect lift chain tension fitting to lift cage attachment fitting (Ref. 25-32-22).

(13) Install lift cage shock absorber strike bracket as follows:

(a) If lift cage is at galley level, handcrank up approximately two inches to ensure strike is not in contact with shock absorber.

(b) Holding strike bracket through inspection hole below lift cage attachment fitting, install attaching bolts.

(14) Release outboard cage stabilization rollers, upper and lower, by removing retraction screws from roller channels. Replace cover assemblies.

(15) Install internal control switch enclosures on lift cage inboard wall (Ref. 25-32-06).

(16) At passenger compartment level, enter lift enclosure on top of lift cage being installed and install the following:

CR (a) Install upper lift cage shock absorber (Ref.
CR 25-32-38).

CR (b) Install upper deceleration switch assembly (25-32-13).

(c) Install top rollers on galley lift cage stabilization assembly (Ref. 25-32-33).

R (17) At galley left or right circuit breaker panel, verify
R LIFT LEFT (C2) or LIFT RIGHT (G11) circuit breaker is
R closed for lift cage not being installed.

(18) Operate lift controls to raise lift cage to passenger compartment level.

WARNING: THE LIFT MAINTENANCE STOP(S) MUST BE USED TO SUPPORT LIFT, WHEN LIFT IS IN UP POSITION, AND MAINTENANCE IS TO BE PERFORMED UNDER LIFT.

(19) Extend maintenance stop(s) under lift cage and handcrank cage onto stop(s).

(20) Install power service loop guide and bracket (Ref. 25-32-25).

(21) Connect power service loop to lift cage electrical connector (Ref. 25-32-18).

(22) Reconnect electrical connections to lift power unit.

(23) At passenger compartment level, install lift enclosure door and door strike angle (Ref. 25-32-07).

R (24) On the galley left and right circuit breaker panels,
R verify LIFT LEFT (C2) and; LIFT RIGHT (G11) circuit breakers are closed.

(25) Perform Galley Lift System - Adjustment and Test (Ref. 25-32-00).

PASSENGER COMPARTMENT LIFT ENCLOSURE CENTER CONTROL PANEL REMOVAL AND INSTALLATION

1. General

The passenger compartment lift enclosure center control panel is located between the left and right lifts (Ref. Fig. 401).

2. Referenced Procedure

R 25-32-00 Galley Lift System - Adjustment and Test

25-32-07 Lift Enclosure Doors - Removal and Installation

3. Removal/Installation

A. Removal

(1) Lower left and right lift to galley level.

(2) On Flight Engineer/Second Officers overhead circuit breaker panel CB2, zone 215, open and tag circuit breaker GROUND SERVICE CABIN AND GALLEY INPH.

On pilots overhead circuit breaker panel CB1, zone 210, open and tag circuit breakers ESSENTIAL COMMUNICATIONS BUS - PA NO. 1 and NO. 2.

On galley left circuit breaker panel, zone 130, open and tag circuit breakers DC GRD SERV BUS EXT - LIGHTING - GALLEY AND LIFT and PASS SERV BUS IL - LIFT LEFT.

On galley right circuit breaker panel, zone 130, open and tag circuit breakers LIFT - RIGHT and LIGHTING - GALY LIFT.

(3) Remove passenger compartment lift enclosure doors (Ref. 25-32-07).

(4) Remove electrical connections from all units on control panel.

(5) Remove control panel brace to lift structure attachment screws and nuts.

(6) Remove control panel to top trim panel support attachment screws.

(7) Remove control panel to floor structure attachment screws and nuts.

(8) Remove control panel.

B. Installation

(1) Verify that circuit breakers opened in Step 3A(2) are open and tagged.

(2) Install control panel in lift enclosure.

(3) Install control panel to floor structure attachment screws and nuts.

(4) Install control panel to top trim panel support attachment screws.

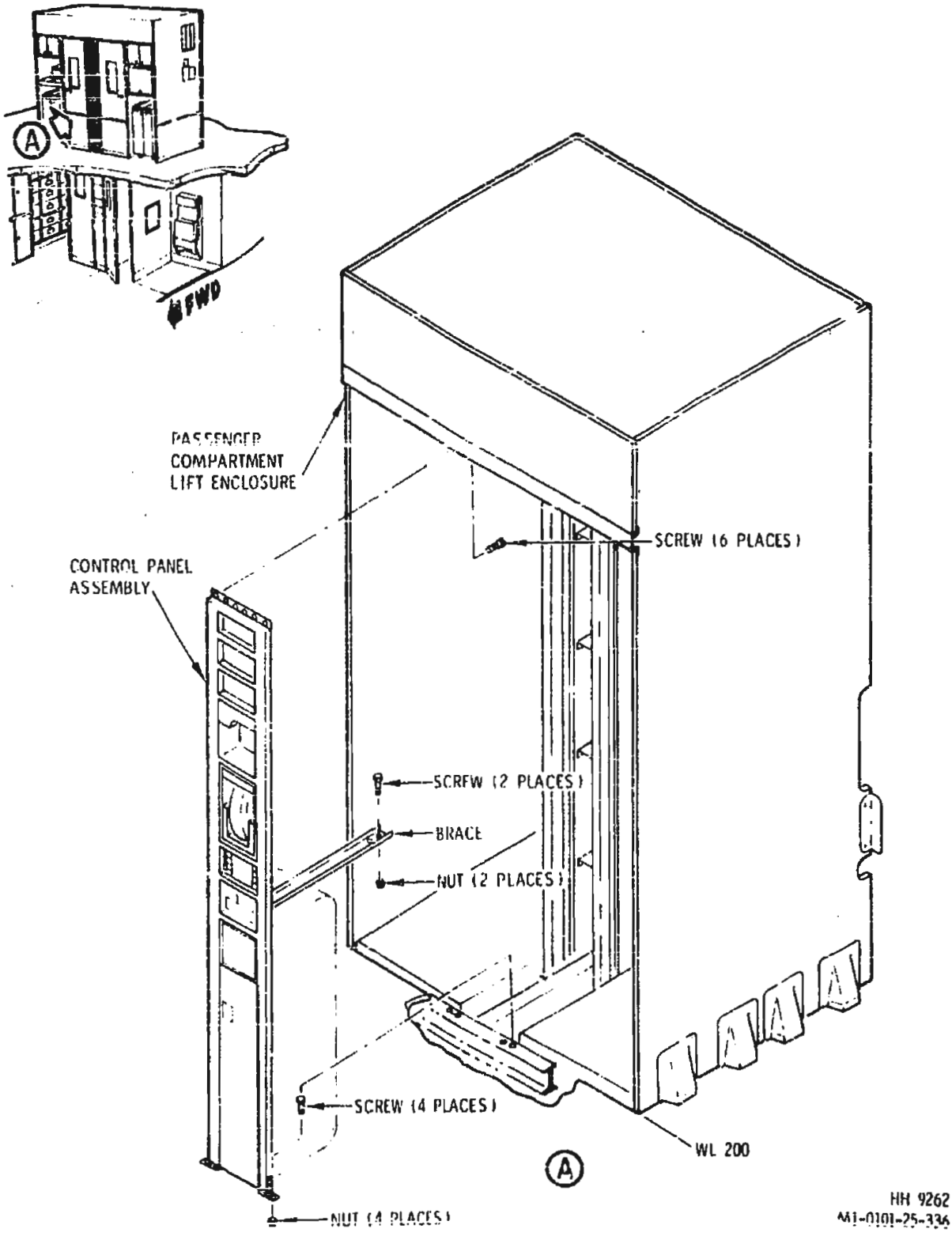
(5) Install control panel brace to lift structure attachment screws and nuts.

(6) Install electrical connections on all units on control panel.

(7) Install passenger compartment lift enclosure doors (Ref. 25-32-07).

(8) Remove tags and close circuit breakers opened in Step 3A(2).

R (9) Check galley lift system for proper operation [Ref.
R 25-32-00,501 Steps 4A(1) through 4A(19)].



R Passenger Compartment Lift Enclosure Center Control Panel
R Removal and Installation
R Figure 401

GALLEY CONTROL MODULE - REMOVAL AND INSTALLATION

1. General

The lift galley control modules are located between the left and right lifts in the galley (Ref. Fig. 401).

2. Referenced Procedure

25-32-00 Galley Lift System - Adjustment and Test

25-32-19 Galley Bezel - Removal and Installation

3. Removal/Installation

A. Removal

(1) In the passenger compartment, raise lift opposite from galley compartment control module to be removed.

(2) On galley left and right circuit breaker panel, zone 130, open and tag the LIFT LEFT and LIFT RIGHT circuit breaker on the respective panel.

(3) Remove galley bezel (Ref. 25-32-19).

(4) Gain access to back of galley lift control panel through lift enclosure door.

CAUTION: THE LIFT MAINTENANCE STOPS MUST BE USED IF MAINTENANCE IS PERFORMED UNDER THE LIFT WHEN LIFT IS IN THE UP POSITION.

(5) Position maintenance stop(s) in place.

(6) Disconnect electrical connectors from back of control module to be removed (Ref. Fig. 402).

R (7) Remove control module attachment screws.

(8) Remove control module.

B. Installation

(1) Verify that circuit breaker opened in Step 3A(2) is open and tagged.

(2) Install control module on support.

(3) Install control module to support attachment screws.

(4) Connect electrical connectors to back of control module.

NOTE: On aircraft 007-999, each wire harness for the galley lift system electrical components is identified with a plastic identification marker (Ref. Fig. 402) attached near the end of each electrical connector. The harnesses are identified as follows:

CONT MDL L.H. UPR

CONT MDL L.H. LWR

CONT MDL R.H. UPR

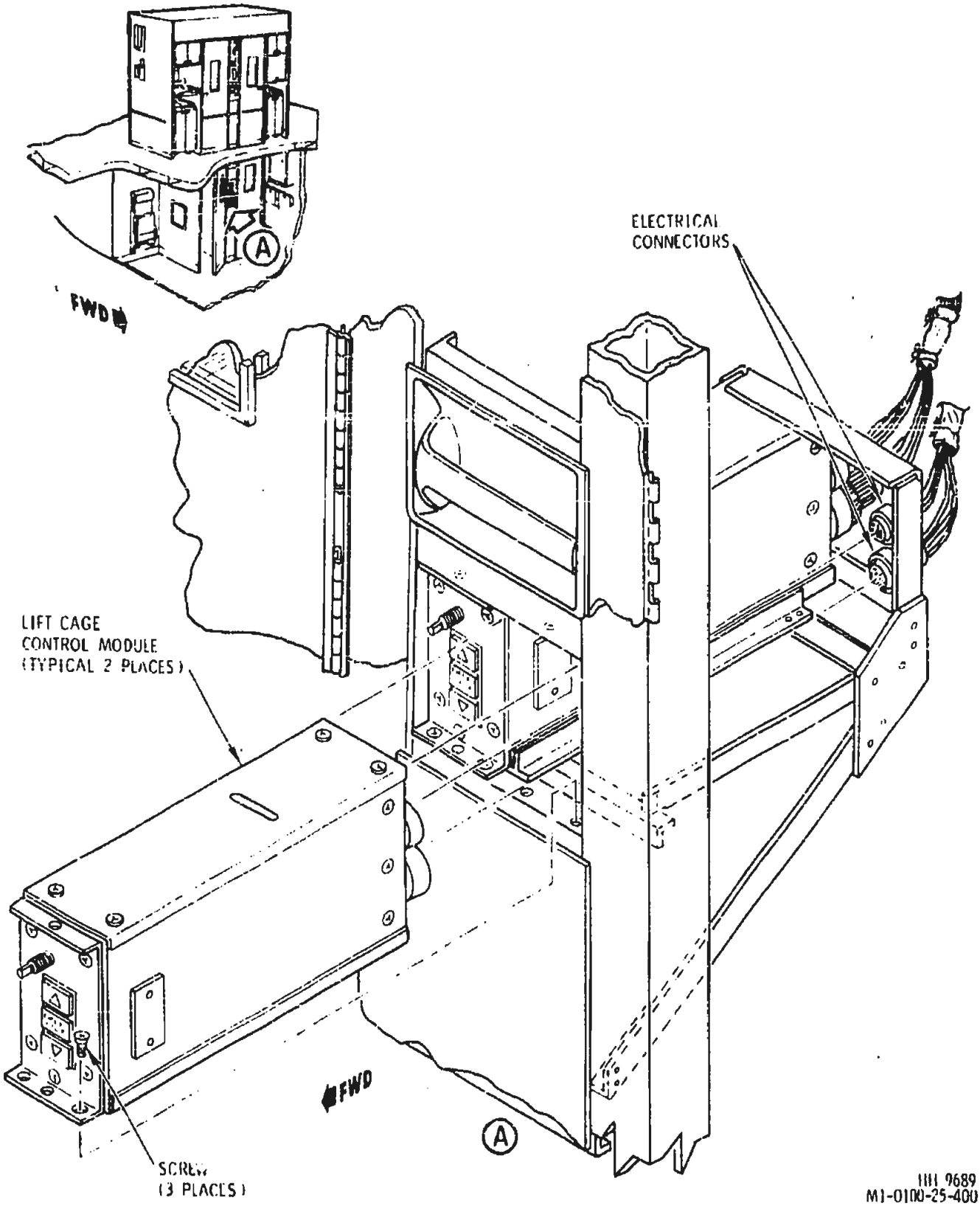
CONT MDL R.H. LWR

(5) Retract maintenance stops and return to galley.

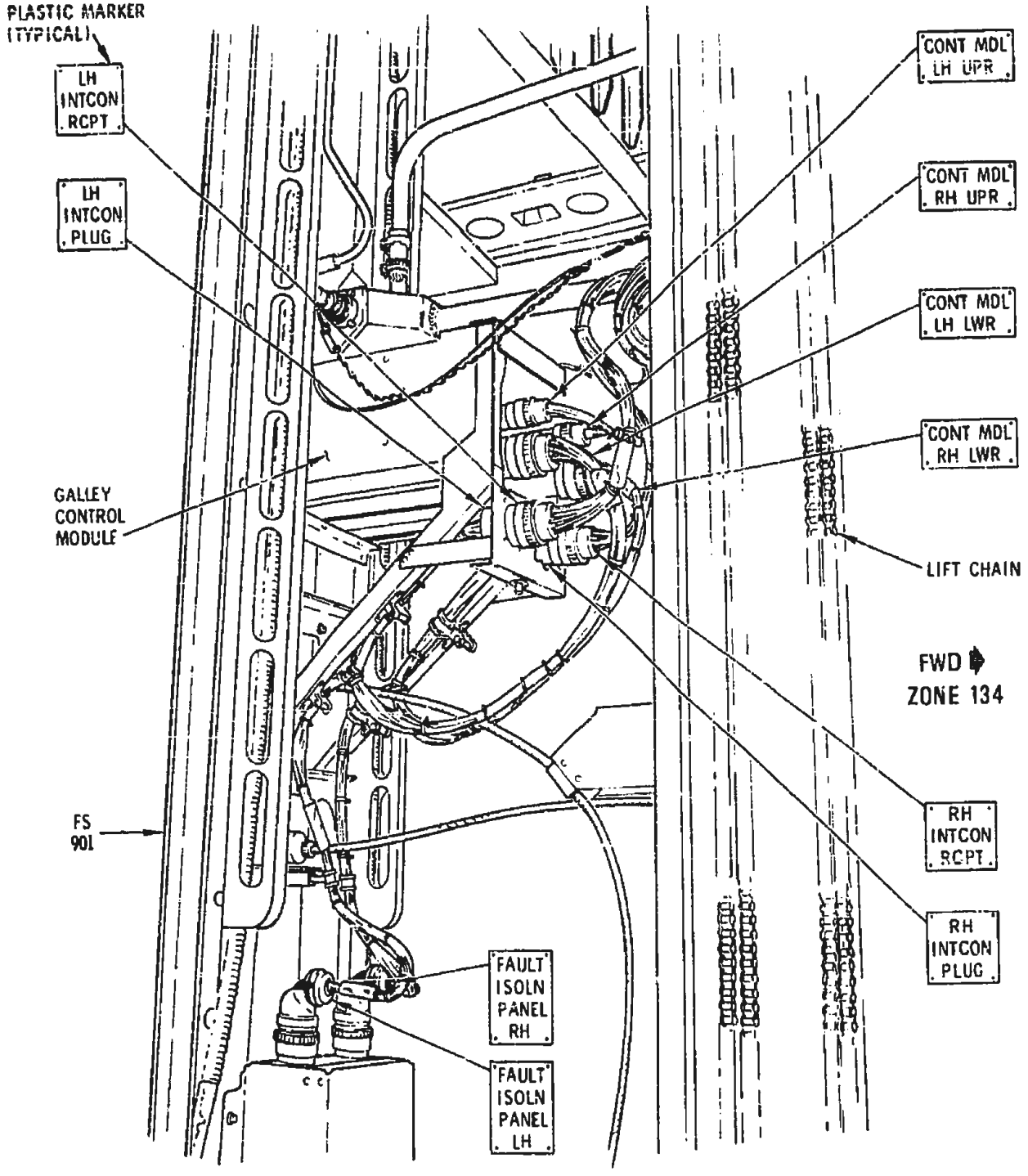
(6) Install galley bezel (Ref. 25-32-19).

(7) Remove tag and close circuit breaker opened in Step 3A(2).

R R (8) Check galley lift system for proper operation [Ref. 25-32-00, 501 Steps 4A(1) through 4A(19)].



R Galley Control Module - Removal and Installation
R Figure 401



NOTE

ALL PLASTIC MARKERS ARE LOCATED 1.5 INCHES FROM END OF WIRE HARNESS

M1-0100-25-928

R Galley Lift System Electrical Connector Identification Marker
R Figure 402

R LIFT INTERNAL CONTROL SWITCHES - REMOVAL AND INSTALLATION

1. General

R The lift control internal switches, two on each lift, are located on the inboard panel. The removal and installation procedure is identical for each location (Ref. Fig. 401).

2. Removal/Installation

A. Removal

(1) On galley left or right circuit breaker panel, zone 130, open and tag the applicable circuit breaker LIFT LEFT or LIFT RIGHT for the control panel being removed.

R (2) Remove screws and washers attaching lift control
R switches to control panel.

R (3) Pull control switch outboard far enough to remove wire harness from switch.

(4) Remove screws attaching control wire harness to control switch.

R (5) Remove control switch.

B. Installation

(1) Verify that circuit breaker opened in Step 2A(1) is open and tagged.

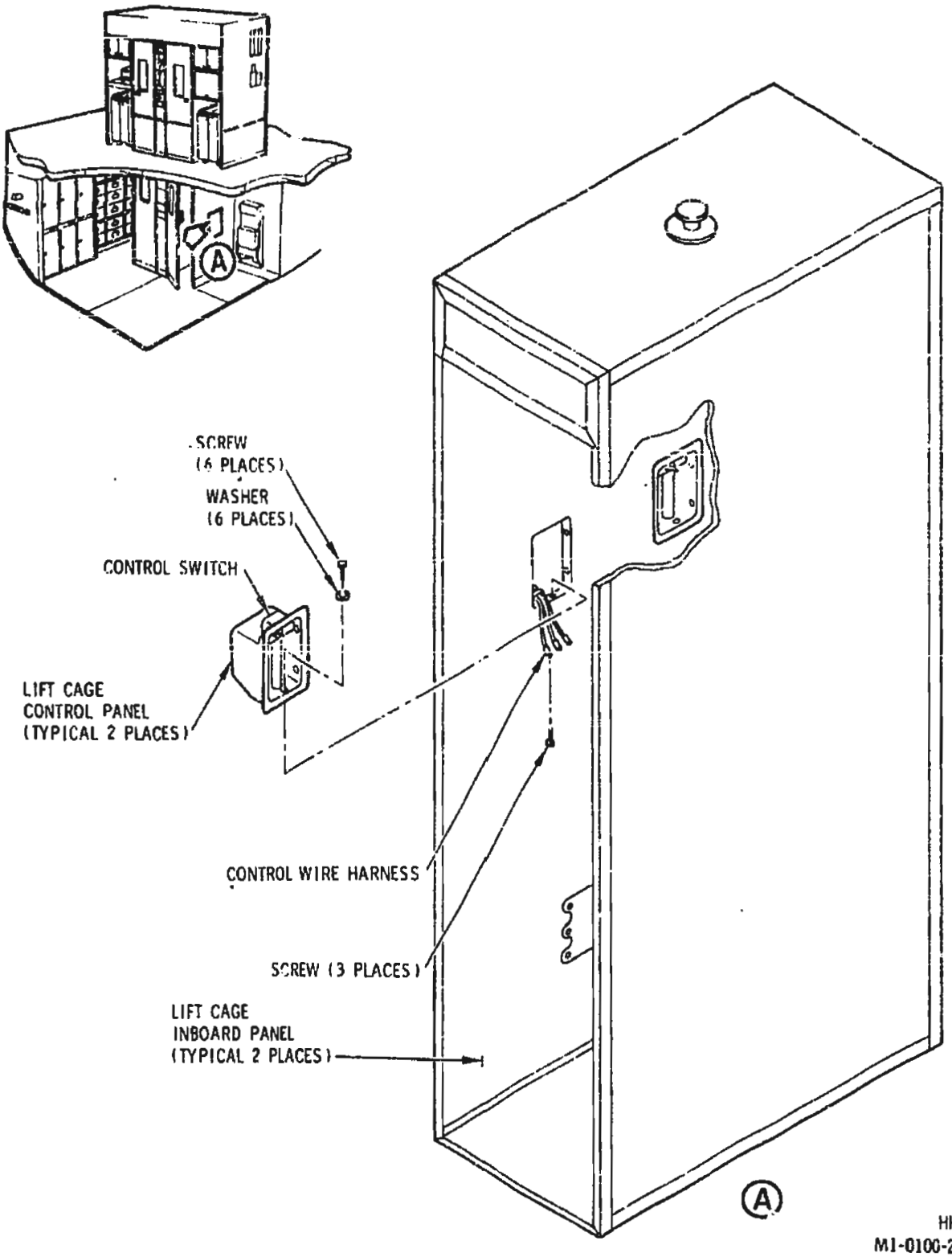
R (2) Insert lift control switch in control panel opening.

(3) Install wire harness to control switch with attaching screws.

R (4) Push control switch inboard to installed position.

R (5) Install control switch to lift with attachment screws and washers.

(6) Remove tag and close circuit breaker opened in Step 2A(1)



R Lift Internal Control Switches - Removal and Installation
R Figure 401

LIFT ENCLOSURE DOORS - REMOVAL AND INSTALLATION

1. General

The lift enclosure doors are located in the passenger and galley compartments, zone 134 (Ref. Fig. 401).

2. Removal/Installation

A. Removal

(1) Open lift enclosure door to gain access to hinge attachment bolts.

R (2) Loosen attachment bolts between door hinge and lift.

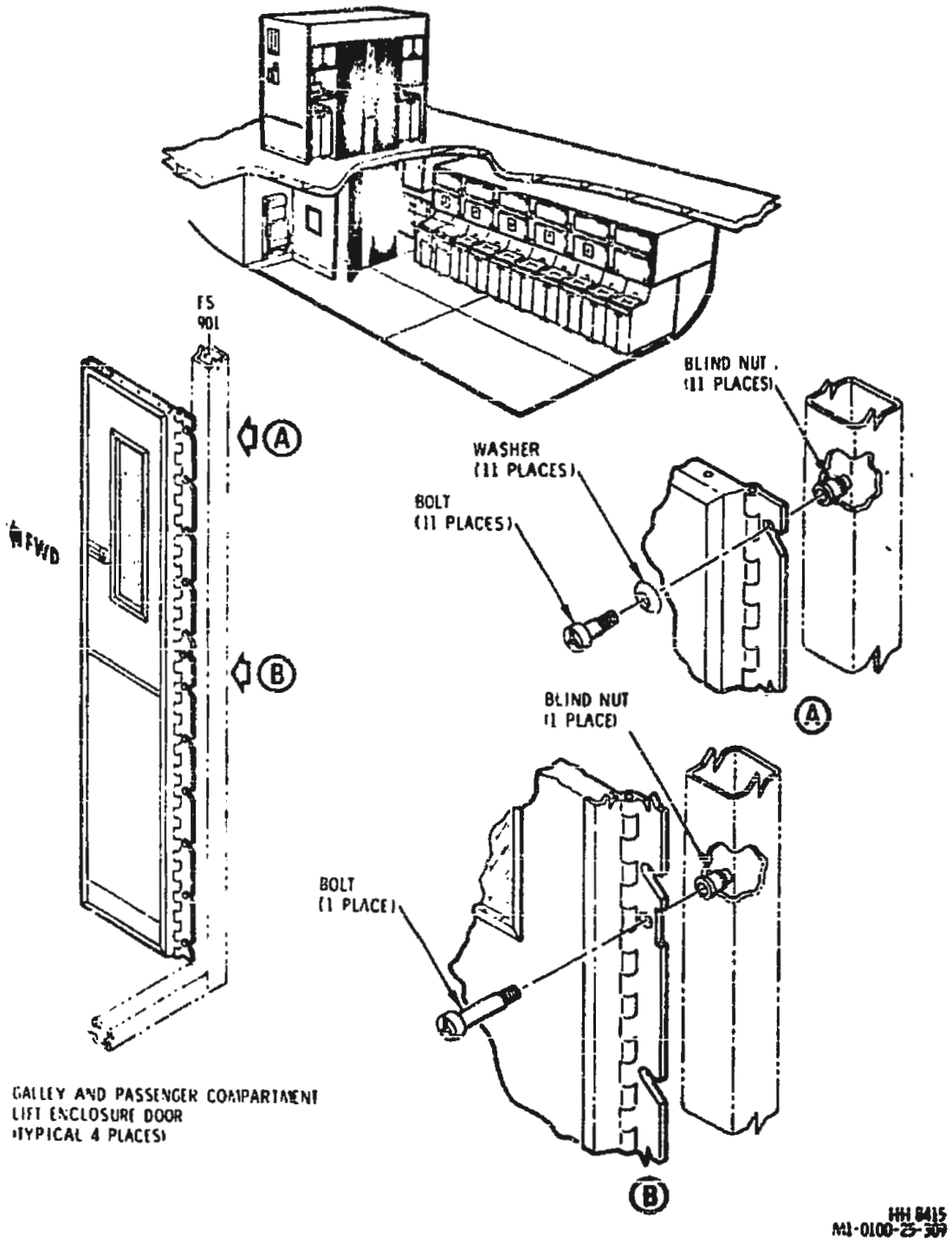
(3) Remove bolt securing door to structure post.

(4) Remove door.

B. Installation

(1) Position slots of door hinge between washers and structure post.

(2) Tighten attachment bolts.



Lift Enclosure Doors - Removal and Installation
Figure 401

LIFT POWER UNIT - REMOVAL AND INSTALLATION

1. General

The lift power units are located on the floor of the galley lift enclosure between the left and right lift (Ref. Fig. 401).

2. Referenced Procedures

25-32-00 Galley Lift System - Adjustment and Test

25-32-14 Flex Shaft - Removal and Installation

3. Removal/Installation

A. Removal

(1) On galley left or right circuit breaker panel, zone 131, open and tag applicable circuit breaker, LIFT LEFT (C2) or LIFT RIGHT (G11).

R R (2) In passenger compartment, raise lift adjacent to lift power unit to be removed.

R R R NOTE: If lift cannot be raised (electrically, hand crank, or manually) refer to Maintenance Practices 25-32-01, Step 3D.

(3) Extend maintenance stops, located in lift guide rail, approximately 75 inches above galley floor.

(4) In galley, between lifts, operate handcrank to lower lift until lift is resting on maintenance stops.

WARNING: THE MAINTENANCE STOPS MUST BE USED TO SUPPORT LIFT, WHEN LIFT IS IN UP POSITION, AND MAINTENANCE IS TO BE PERFORMED UNDER LIFT.

(5) Gain access to lift power unit through galley lift enclosure door.

(6) Remove flex shaft (Ref. 25-32-14).

(7) Disconnect electrical connectors from lift power unit motors.

(8) Remove bolts and washers attaching lift power unit to floor.

(9) Remove bolts, nuts, and washers attaching lift power unit to lift drive sprocket assembly.

NOTE: Recommendation is made to drift out the bolts because of floating spacers which may have become loose (these spacers are installed in a fixed position by manufacturer). A quarter-inch bolt with sufficient length may be used to drift out each attaching bolt.

(10) Move lift power unit parallel with floor sufficiently to disengage from drive shaft splines of lift drive sprocket assembly.

(11) Remove lift power unit from lift enclosure.

(12) Remove support assembly from the power unit. Retain bolts and washers.

B. Installation

(1) Verify circuit breaker opened in Step 3A(1) is open and tagged.

R (2) Verify maintenance stops are engaged to support
R adjacent lift in up position.

WARNING: THE LIFT MAINTENANCE STOPS MUST BE USED IF MAINTENANCE IS PERFORMED UNDER LIFT WHEN LIFT IS IN UP POSITION.

(3) Install support assembly to power unit.

CAUTION: DO NOT USE LONG GRIP LENGTH MOTOR MOUNTING BOLT. DAMAGE TO ACTUATOR MOTOR END CAPS AND BRAKE MECHANISM WILL RESULT. USE NAS6403U2 BOLT OR EQUIVALENT GRIP LENGTH OF NOT MORE THAN 7/16 INCH.

(4) Position lift power unit on floor of galley lift enclosure.

(5) Engage power unit with splines on drive shaft of lift drive sprocket assembly.

(6) Install bolts, washers, and nuts attaching power unit to lift drive sprocket assembly.

(7) Install bolts and washers attaching power unit to floor.

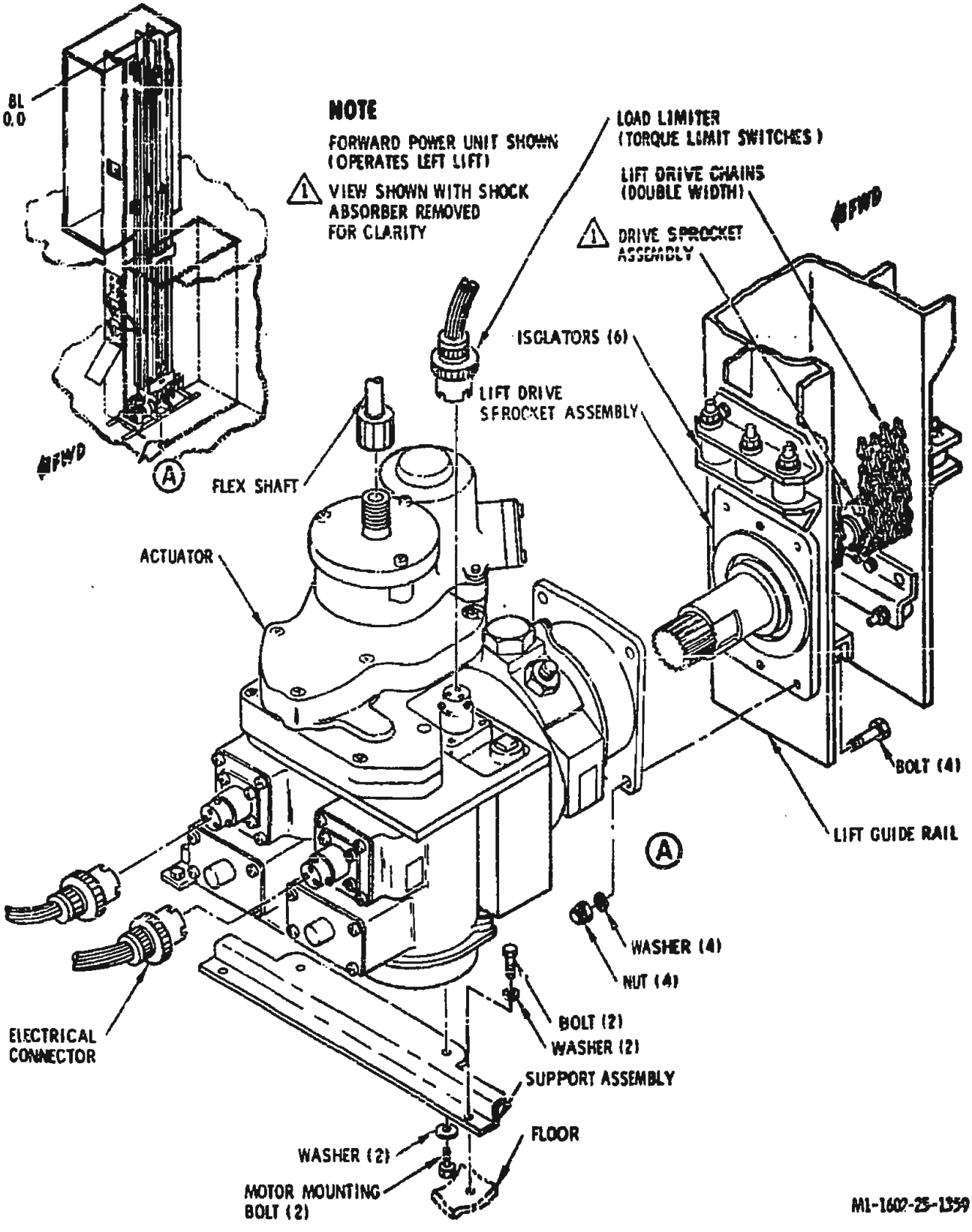
(8) Connect electrical connectors to lift power unit motors.

(9) Install flex shaft (Ref. 25-31-14).

(10) Operate handcrank and raise lift sufficiently to disengage and stow maintenance stops.

(11) Remove tag and close circuit breaker opened in Step 3A(1).

(12) Perform operational test of lift system (Ref. 25-32-00).



CR Galley Lift Power Unit - Removal and Installation
CR Figure 401

LIFT DRIVE SPROCKET ASSEMBLY - REMOVAL AND INSTALLATION

1. General

The lift drive sprocket assemblies are located in the lift guide rail channel in the galley compartment lift enclosure (Ref. Fig. 401).

2. Referenced Procedures

25-32-08	Lift Power Unit Removal and Installation
25-32-14	Flex Shaft - Removal and Installation
25-32-22	Lift Attachment and Chain Tension Set - Removal and Installation

3. Removal/Installation

A. Removal

(1) Remove lift chain and lift attachment assembly (Ref. 25-32-22).

(2) Remove flex shaft (Ref. 25-32-14).

(3) Remove lift power unit (Ref. 25-32-08).

R (4) Remove lift drive sprocket attachment screws.

(5) Remove lift drive sprocket.

B. Installation

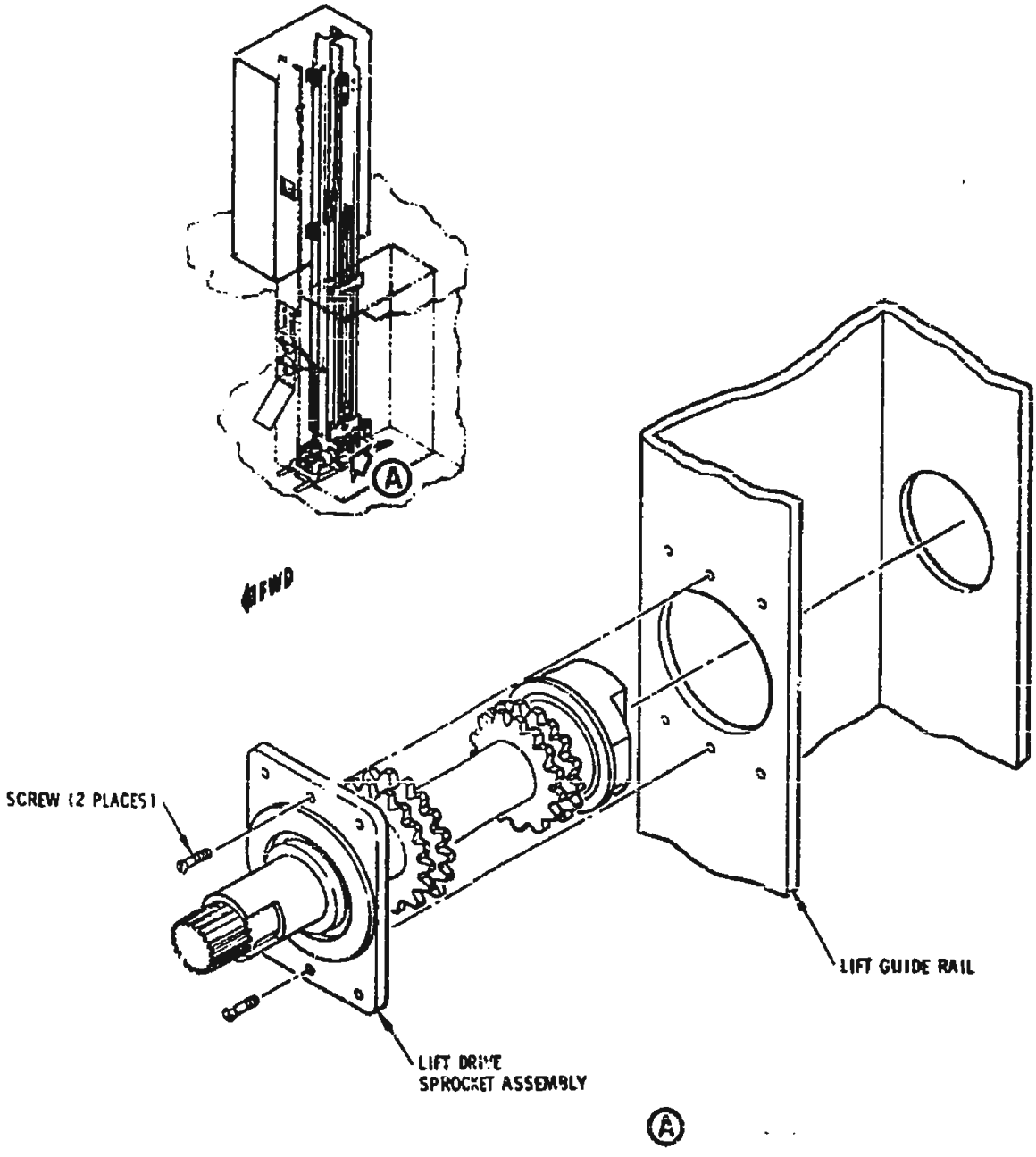
(1) Install lift drive sprocket in lift guide rail.

(2) Install drive sprocket to guide rail attachment screws.

(3) Install lift power unit (Ref. 25-32-08).

(4) Install flex shaft (Ref. 25-32-14).

(5) Install lift chain and lift attachment assembly (Ref. 25-32-22).



CR Lift Drive Sprocket Assembly - Removal and Installation
CR Figure 401

LIFT DRIVE SPROCKET ASSEMBLY - INSPECTION AND CHECK

1. General

This procedure provides information for the inspection and check of the lift lower drive sprocket assemblies located beneath the galley lifts opposite the power unit. In the event of primary shaft failure, washer at end of shaft (coded red) will be resting against the stop. In this case, the drive sprocket assembly must be replaced immediately as the external shaft is not designed for prolonged usage (Ref. Figure 601).

2. Referenced Procedures

25-32-01	Galley Lift Cage - Maintenance Practices
25-32-10	Lift Drive Sprocket Assembly - Removal and Installation

3. Inspection/Check

A. Procedure

(1) Raise galley lifts to passenger compartment level.

R WARNING: THE LIFT MAINTENANCE STOPS MUST BE USED IF MAINTENANCE IS PERFORMED UNDER THE LIFT WHEN LIFT IS IN THE UP POSITION.

(2) Place galley lifts on maintenance stops (Ref. 25-32-01).

R WARNING: DO NOT DEPEND ON THE STOP TO PREVENT INADVERTENT POWERED DOWNWARD MOVEMENT OF THE LIFT-PULL CIRCUIT BREAKER.

(3) On galley left and right circuit breaker panels, zone 131, open and tag circuit breakers PASS SERV BUX 3L - LIFT LEFT (2C, 21L) and PASS SERV BUS 1R - LIFT RIGHT (11G) respectively.

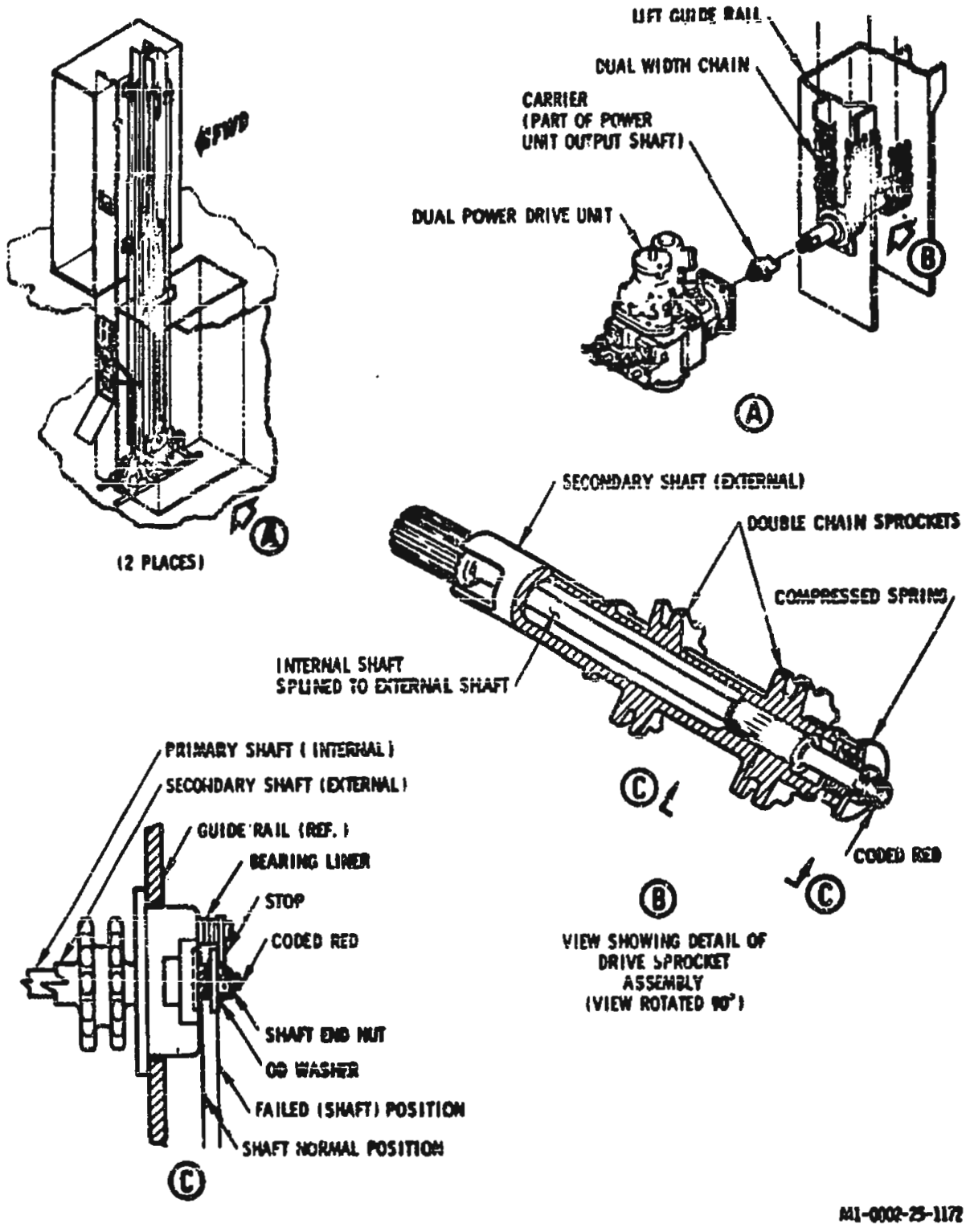
(4) Gain access to the power unit area through the galley lift door and check condition of the drive sprocket as embly.

(5) Check condition of lower drive sprocket assembly. Clearance must exist between washer and stop.

R R R (a) If washer is bearing against the stop, failure of primary shaft is indicated. Replace drive sprocket assembly (25-32-10).

R (6) Remove lift from maintenance stops (Ref. 25-32-01).

R (7) Close circuit breakers opened in Step 3A(3).



R Lift Drive Sprocket Assembly - Inspection and Check
R Figure 601

EFFECTIVITY: ALL

001B

LIFT IDLER SPROCKET ASSEMBLY - REMOVAL AND INSTALLATION

1. General

The lift idler sprocket assemblies are located in the lift guide rail channel in the passenger compartment lift enclosure (Ref. Fig. 401).

2. Equipment and Materials

Blocks of wood, two 2 x 4's, approximately two feet in length, or equivalent

3. Referenced Procedure

25-32-22 Lift Attachment and Chain Tension Set - Removal and Installation

4. Removal/Installation

A. Removal

(1) Remove lift chain and lift attachment assembly (Ref. 25-32-22).

R R (2) Place suitable blocks (two 2 x 4's) at galley floor level below lift being serviced.

R R R (3) In galley lift enclosure area, manually raise lift (two men required), stow two maintenance stops, and lower lift to top level of blocks.

(4) In passenger compartment, open lift enclosure door of lift being serviced.

(5) Remove bolts, nuts, and washers attaching lift idler sprocket to lift guide rail (Ref. Fig. 401).

(6) Compress lift idler sprocket and remove from lift guide rail.

B. Installation

(1) Position lift chains over sprocket teeth.

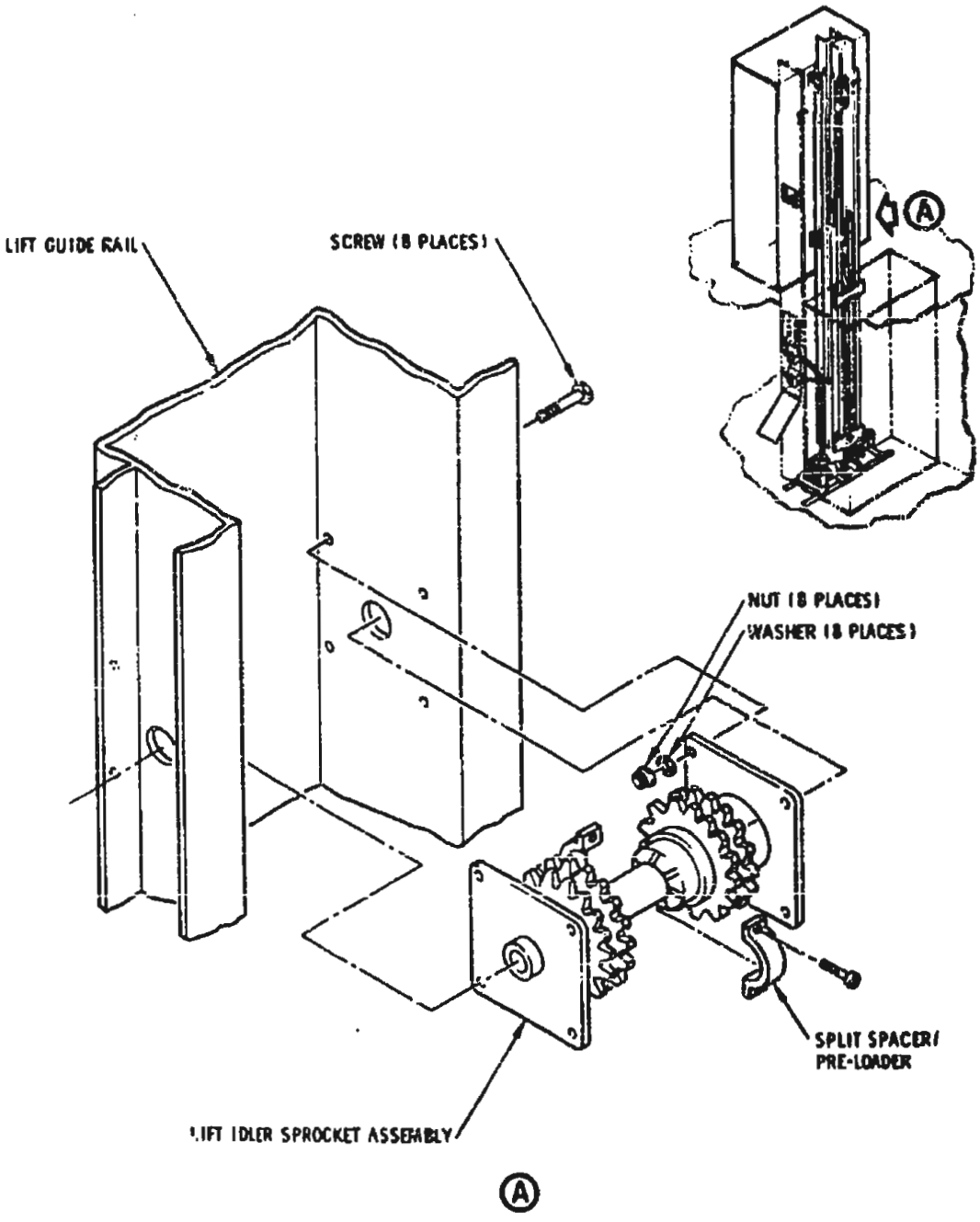
(2) Compress lift idler sprocket and install in lift guide rail (Ref. Fig. 401).

(3) Install bolts, nuts and washers attaching lift idler sprocket to lift guide rail.

R (4) In galley lift enclosure area, manually raise lift (two
R men required), extend two maintenance stops, and lower lift to maintenance stops level.

(5) Remove blocks from under lift being serviced.

(6) Install lift chain and lift attachment assembly (Ref. 2.-32-22).



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CR Lift Idler Sprocket Assembly - Removal and Installation
CR Figure 401

EFFECTIVITY: ALL

001B

CR CR

LIFT DECELERATION SWITCH ASSEMBLY REMOVAL AND INSTALLATION

1. General

CR The lift deceleration switch assemblies are located at the upper and lower ends of each lift guide rail. The upper switch assemblies are mounted in the passenger compartment lift enclosure. The lower switch assemblies are mounted adjacent to the lift drive sprocket in the galley lift enclosure (Ref. Fig. 401).

2. Referenced Procedure

24-41-00 External Power/Ground Service System - Maintenance Practices

3. Removal/Installation

A. Removal

WARNING: THE LIFT MAINTENANCE STOPS MUST BE USED IF MAINTENANCE IS PERFORMED UNDER LIFT WHEN LIFT IS IN UP POSITION.

NOTE: Operate lift to full up position and remove or install respective lower switch assembly by gaining access through galley lift enclosure doors. Operate a lift to full down position and remove or install respective upper switch assembly by gaining access through passenger compartment lift enclosure doors.

(1) Operate applicable lift to full up or down position as required.

(2) Extend lift maintenance stop when lift is in full up position and handcrank lift downward until full weight of lift is on maintenance stop.

R R R (3) On galley left or right circuit breaker panel, zone 131, open and tag applicable circuit breaker LIFT LEFT (C2) or LIFT RIGHT (G11) for lift deceleration switch assembly to be removed.

R R (4) On Galley left circuit breaker panel, open and tag circuit breaker GALLEY LIFT ISLN PNL (L21).

R (5) Disconnect switch assembly electrical connector.

R R (6) Remove switch assembly to mounting bracket attachment screws.

R (7) Remove switch assembly from mounting bracket.

B. Installation

R (1) Refer to WARNING and NOTE following Step 3A.

R R (2) Verify circuit breakers opened in Step 3A(3) and (4) are open and tagged.

(3) Position switch assembly on mounting bracket and install attachment screws.

R (4) Connect switch assembly electrical connector and install securing clamps.

(5) Handcrank applicable lift to full up position, if maintenance was performed on lower switch assembly.

(6) Retract lift maintenance stop.

(7) Handcrank applicable lift to full down position.

(8) Check deceleration switch is depressed by lift actuator.

(9) Adjust lift actuator to position of 0.06 to 0.13 inch between actuator and deccleration switch assembly housing.

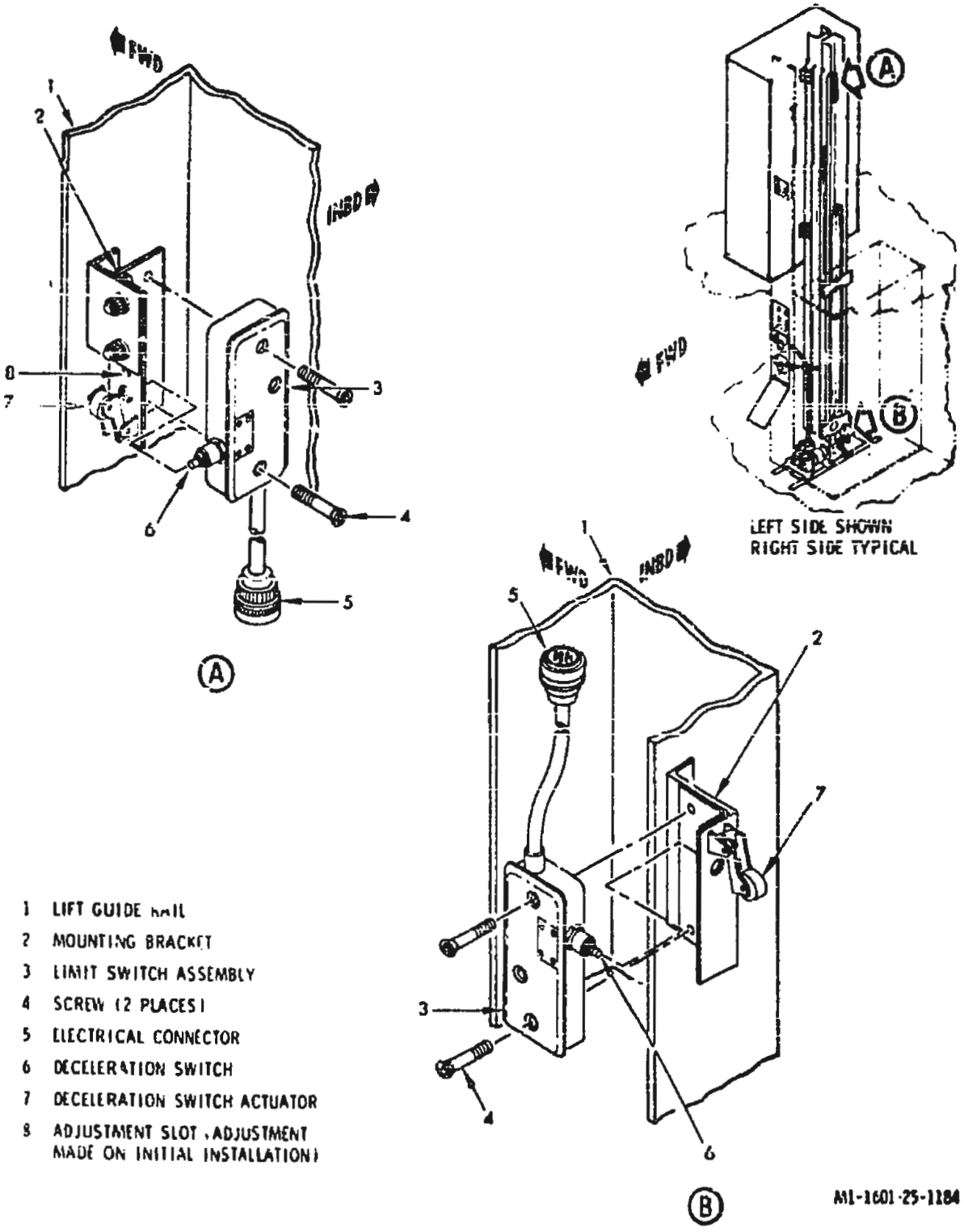
NOTE: Lift actuator mounting holes are elongated to allow for this adjustment.

(10) Energize aircraft electrical system (Ref. 24-41-00).

(11) Remove tag and close circuit breaker opened in Step 3A(3).

(12) Operate lift to check deceleration switch assembly operation. Lift travel rate will decrease to 1/2 speed R as deceleration switch is actuated at approximately six R inches before contacting upper or lower shock absorber.

(13) Turn off electrical power (Ref. 24-41-00).



1 LIFT GUIDE RAIL
2 MOUNTING BRACKET
3 LIMIT SWITCH ASSEMBLY
4 SCREW (2 PLACES)
5 ELECTRICAL CONNECTOR
6 DECELERATION SWITCH
7 DECELERATION SWITCH ACTUATOR
8 ADJUSTMENT SLOT (ADJUSTMENT MADE ON INITIAL INSTALLATION)

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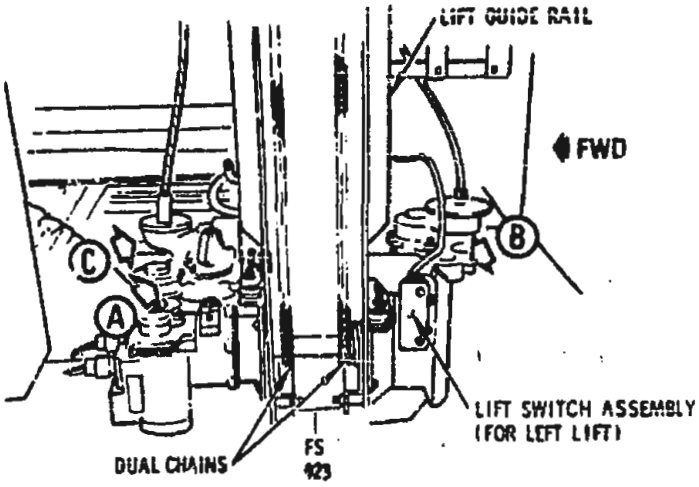
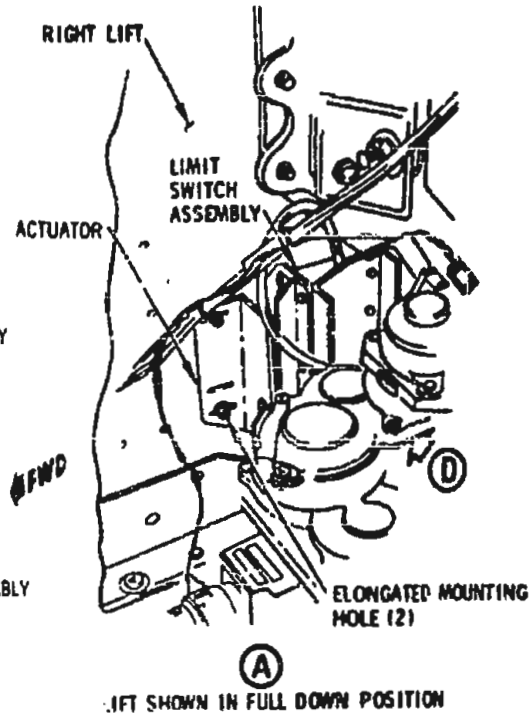
CR Lift Deceleration Switch Assembly - Removal and Installation
CR Figure 401 (Sheet 1)

EFFECTIVITY: ALL



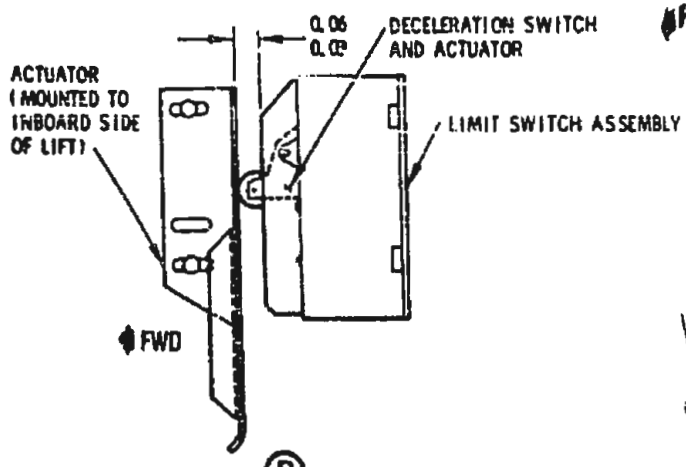
GALLEY LIFT AREA (LIFTS NOT SHOWN)

NOTE
ALL VIEWS SHOWN ARE IN ZONE 134



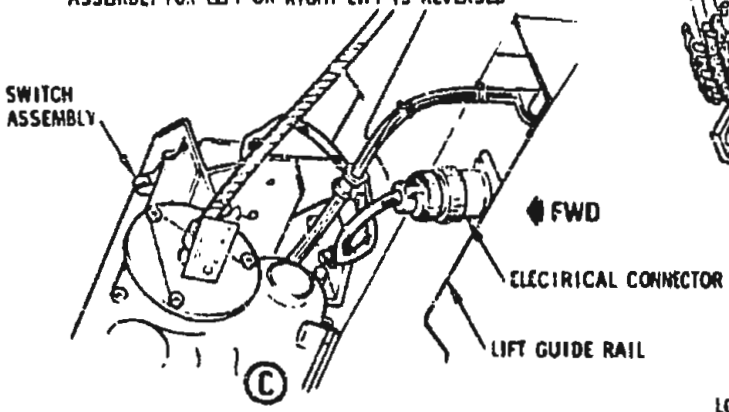
A

LIFT SHOWN IN FULL DOWN POSITION

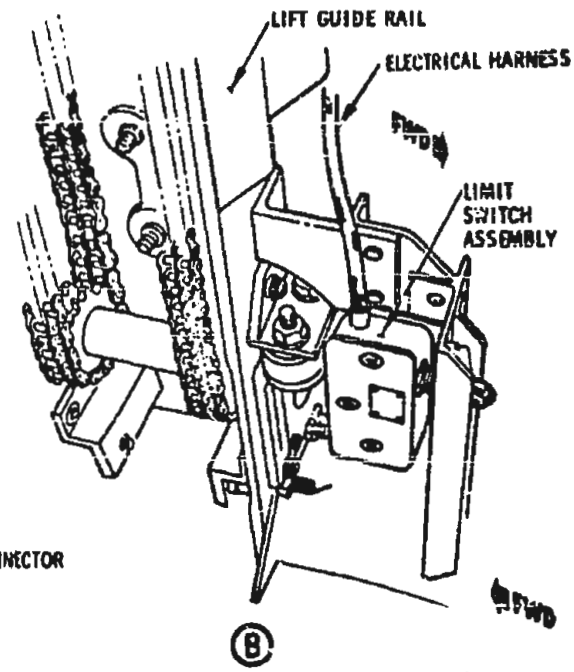


D

LOWER LIMIT SWITCH ASSEMBLY SHOWN
(TYPICAL FOR LEFT OR RIGHT LIFT) UPPER LIMIT SWITCH
ASSEMBLY FOR LEFT OR RIGHT LIFT IS REVERSED



SHOWING LIMIT SWITCH ASSEMBLY ELECTRICAL CONNECTOR



LOWER LIMIT SWITCH ASSEMBLY INSTALLATION

MI-002-25-1105

CR Lift Deceleration Switch Assembly - Removal and Installation
CR Figure 401 (Sheet 2)

EFFECTIVITY: ALL

FLEX SHAFT - REMOVAL AND INSTALLATION

1. General

The flex shafts are located in the galley lift enclosure. The flex shaft connects the handcrank assembly to the power unit (Ref. Fig. 401).

2. Removal/Installation

A. Removal

R (1) In passenger compartment, raise either left or right lift to gain access to flex shaft through galley lift enclosure door.

(2) Remove clamp from bracket supporting flex shaft being removed.

(3) Loosen flex shaft housing nut from back of handcrank assembly.

(4) Disengage flex shaft from handcrank.

(5) Loosen flex shaft housing nut from power unit.

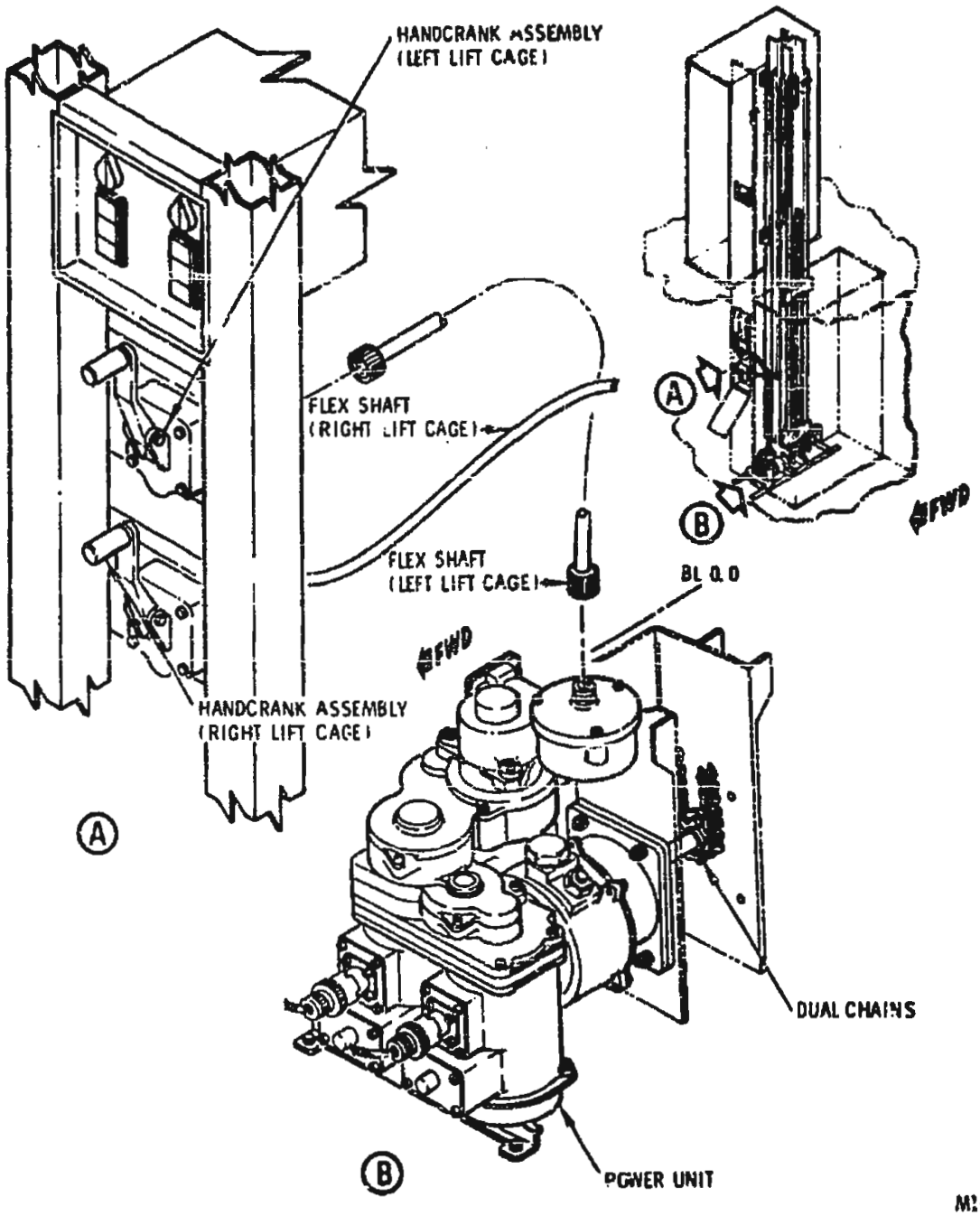
(6) Disengage flex shaft from power unit and remove flex shaft.

B. Installation

(1) Engage flex shaft with power unit and tighten housing nut.

(2) Engage flex shaft with handcrank assembly and tighten housing nut.

(3) Attach flex shaft to supporting bracket with clamp, screw, and nut.



HH 9931
M1-0001-25-374

CR Flex Shaft - Removal and Installation
CR Figure 401

EFFECTIVITY: ALL

001B

R LIFT HANDCRANK ASSEMBLY - REMOVAL AND INSTALLATION

R 1. General

R The lift handcrank assemblies are located on the galley lift
R enclosure control panel (Ref. Fig. 401).

R 2. Referenced Procedure

R 25-32-14 Flex Shaft - Removal and Installation

R 3. Removal/Installation

R A. Removal

R (1) Remove flex shaft (Ref. 25-32-14).

R (2) Remove lift handcrank assembly to galley lift control
R panel attachment screws.

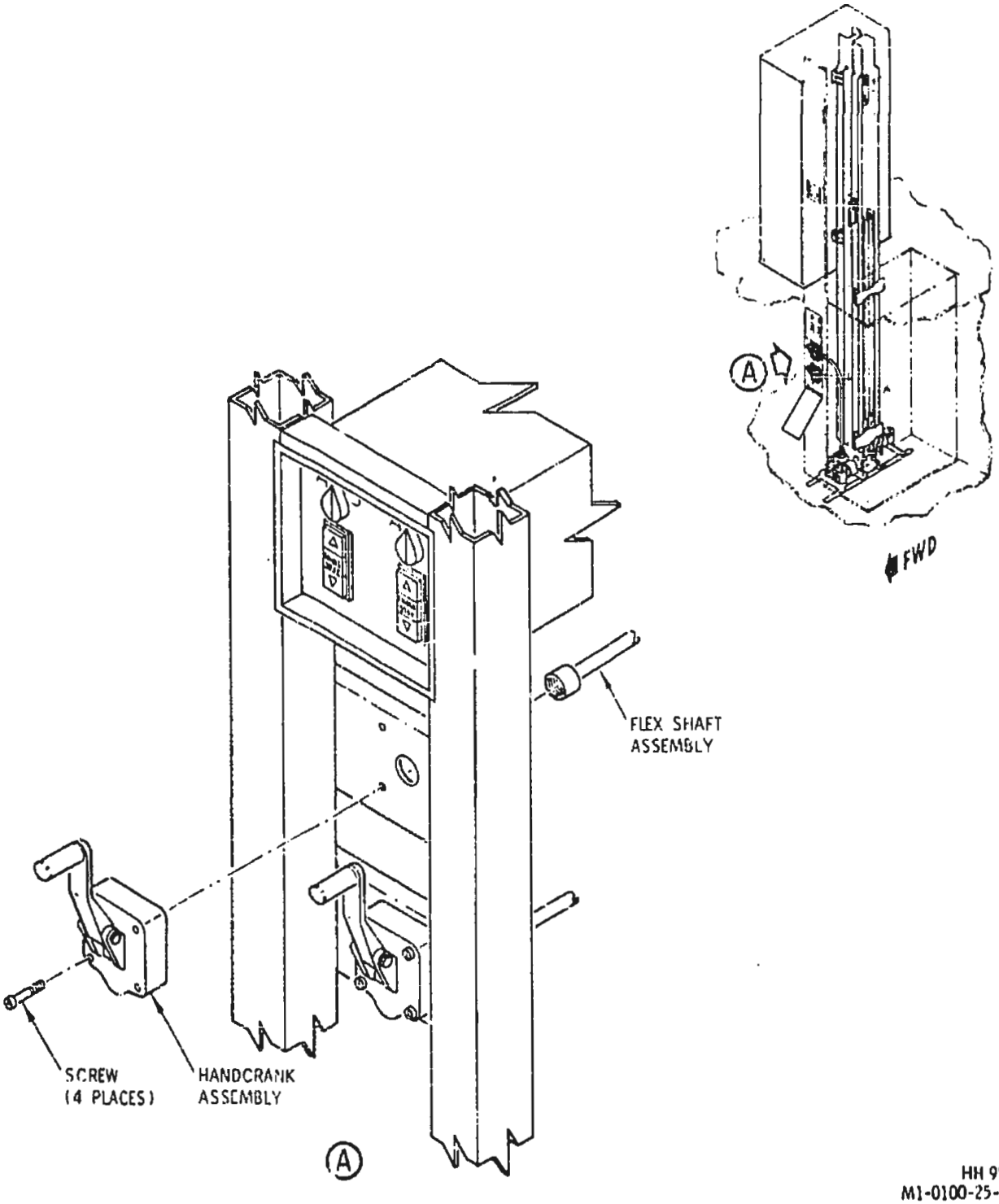
R (3) Remove handcrank assembly.

R B. Installation

R (1) Position lift handcrank assembly on galley lift control
R panel.

R (2) Install handcrank to galley lift control panel
R attachment screws.

R (3) Install flex shaft (Ref. 25-32-14).



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M1-0100-25-399

R R Lift Handcrank Assembly - Removal and Installation
Figure 401

EFFECTIVITY: ALL

R LIFT UPPER AND LOWER ROLLER ASSEMBLIES - REMOVAL AND INSTALLATION

R 1. General

R Each lift is attached to the guide rails by two upper (forward
R and aft of the guide rail) and two lower (forward and aft of the
R guide rail) roller assemblies (Ref. Fig. 401). Each roller
R assembly consists of two rollers (upper and lower) mounted 90
R degrees to each other. The left forward lower roller assembly
R bracket and the right aft lower roller assembly bracket have the
R lower web machined to provide clearance for the lift power
R units. Slotted holes are provided in the two upper mounting
R holes for each upper roller of the lower forward roller
R assemblies only. The slotted holes are for adjustment purposes
R of this roller to provide clearance between the roller and guide
R rail.

R 2. Equipment and Materials

R Lock-wire, Fed Spec QQ-W-390, Cond A, 0.020-inch diameter, or
R equivalent

R 3. Referenced Procedure

R 24-41-00 External Power/Ground Service System - Maintenance
R Practices

R 4. Removal/Installation

R A. Removal

R (1) On galley left and right circuit breaker panels, zone
R 131, verify that PASS SERV BUS 3L - LIFT LEFT and PASS
R SERV BUS 1R - LIFT RIGHT are closed.

R (2) Energize aircraft ac bus No. 1 and No. 3 (Ref.
R 24-41-00).

R (3) Operate lift to be serviced and the opposite lift to
R either the full up or down positions (dependent on
R whether an upper or lower roller assembly is being
R serviced).

R (4) Open and tag circuit breakers closed in Step 4A(1).

R (5) Deenergize aircraft ac bus No. 1 and No. 3 (Ref.
R 24-41-00).

(6) Open lift enclosure door in galley compartment for lift not being serviced, and gain access to lower roller assemblies.

NOTE: Unlock door by turning the (coin-slot type) latch above door knob.

(7) Extend maintenance stops, located in lift guide rail, approximately 75 inches above galley floor.

R WARNING: THE LIFT MECHANICAL STOPS MUST BE USED, IF
R MAINTENANCE IS PERFORMED UNDER THE LIFT, WHEN LIFT
R IS IN THE UP POSITION.

(8) In galley, between lifts, operate handcrank to lower lift until lift is resting on maintenance stops.

R WARNING: THE MAINTENANCE STOPS MUST BE USED TO SUPPORT
R LIFT, WHEN LIFT IS IN UP POSITION, AND MAINTENANCE
R IS TO BE PERFORMED UNDER LIFT.

(9) Open lift enclosure door in passenger compartment for lift being serviced, and gain access to upper roller assemblies.

(10) Cut and remove lockwire at roller assembly mounting bolts.

(11) Remove bolts and washers attaching roller assembly to lift, and remove roller assembly from lift.

NOTE: The lower roller assemblies (forward and aft) for each lift have a spacer installed between the lift and roller assembly. Remove spacer when removing a lower roller assembly. Retain spacer for installation of lower roller assemblies.

B. Installation

(1) Verify that circuit breakers opened in Step 4A(4) are open and tagged.

(2) Verify that maintenance stops are extended to support lift in the up position.

R WARNING: THE LIFT MECHANICAL STOPS MUST BE USED IF
R MAINTENANCE IS PERFORMED UNDER THE LIFT, WHEN LIFT
R IS IN UP POSITION.

NOTE: Check that the proper roller assembly is installed at each location.

(3) Install each forward and aft upper roller assembly to lift with washers and bolts.

(4) Install lock-wire at each upper roller assembly attachment bolt head as shown in Figure 401.

(5) Install a spacer between lift and each forward and aft lower roller assembly.

(6) Attach each lower roller assembly to lift with washers and bolts; however, do not tighten bolts at the forward roller assembly only.

NOTE: The upper two mounting holes of each lower forward roller assembly are slotted to provide adjustment of the upper roller only to the guide rail.

(7) Tighten bolts and lock-wire each bolt head as shown in Figure 401 for the aft lower roller assembly only.

(8) Retain the aft lower roller assembly (upper roller) in full contact with guide rail.

(9) Place a 0.020 inch (0.51mm) shim between the upper roller of the forward lower roller assembly and the guide rail.

CR (10) Position forward lower roller assembly (upper end) so
CR the upper roller contacts the shim tightly. If the
CR inner wall of the galley lift cage is bowed engough to
CR reduce the roller bolt head clearance to point where
CR the bolt head might scrape the track, install 2 each
CR A03214-1 or -2 shims.

(11) Tighten forward lower roller assembly attachment bolts.

(12) Remove shim.

(13) Release retaining force applied in Step (8).

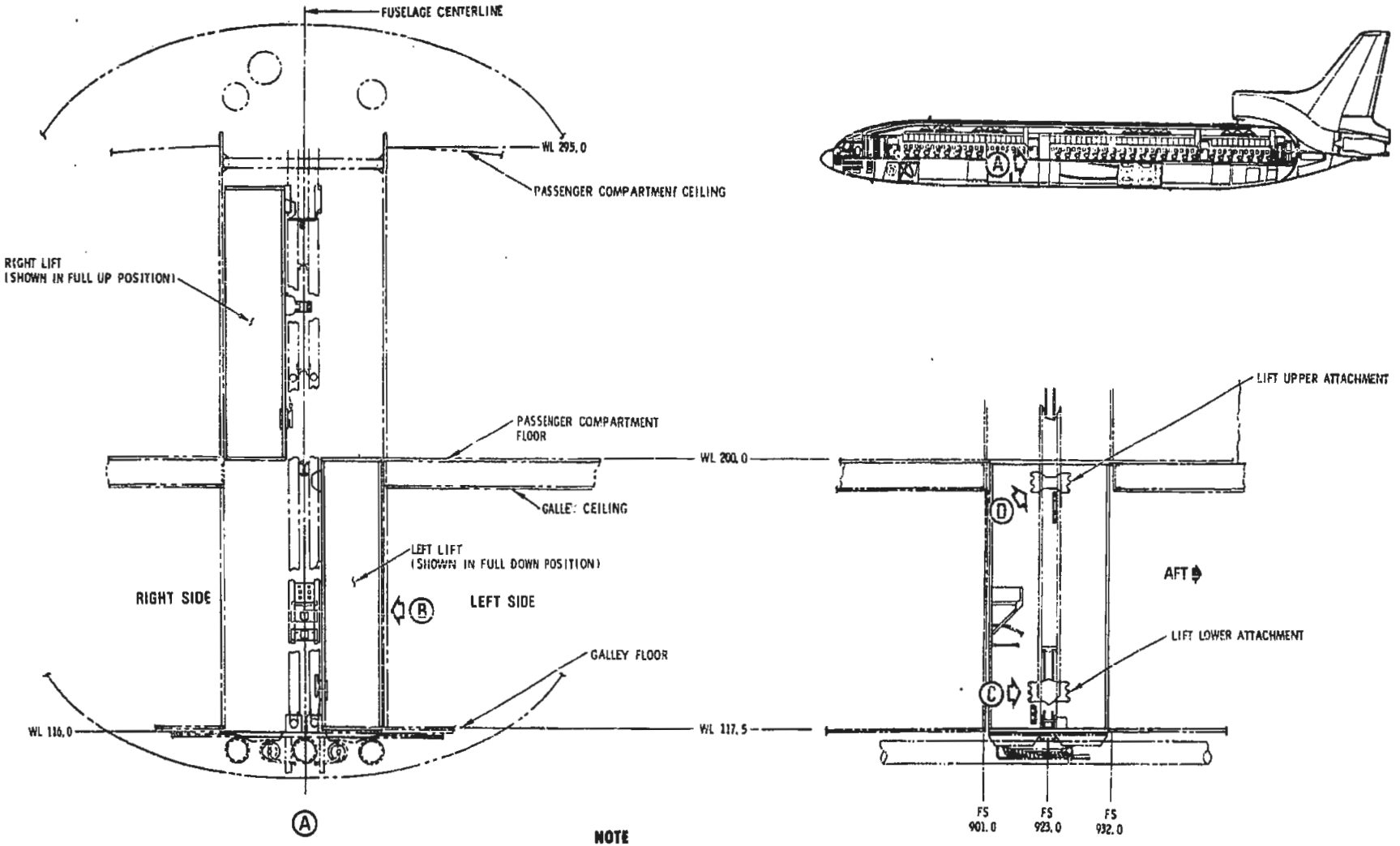
(14) Install lock-wire at each forward lower roller assembly bolt head as shown in Figure 401.

(15) Operate lift handcrank and raise lift sufficiently to disengage and stow maintenance stops.

(16) Remove tags and close circuit breakers opened in Step 4A(4).

(17) Energize aircraft ac bus No. 1 and No. 3 deenergized in Step 4A(5).

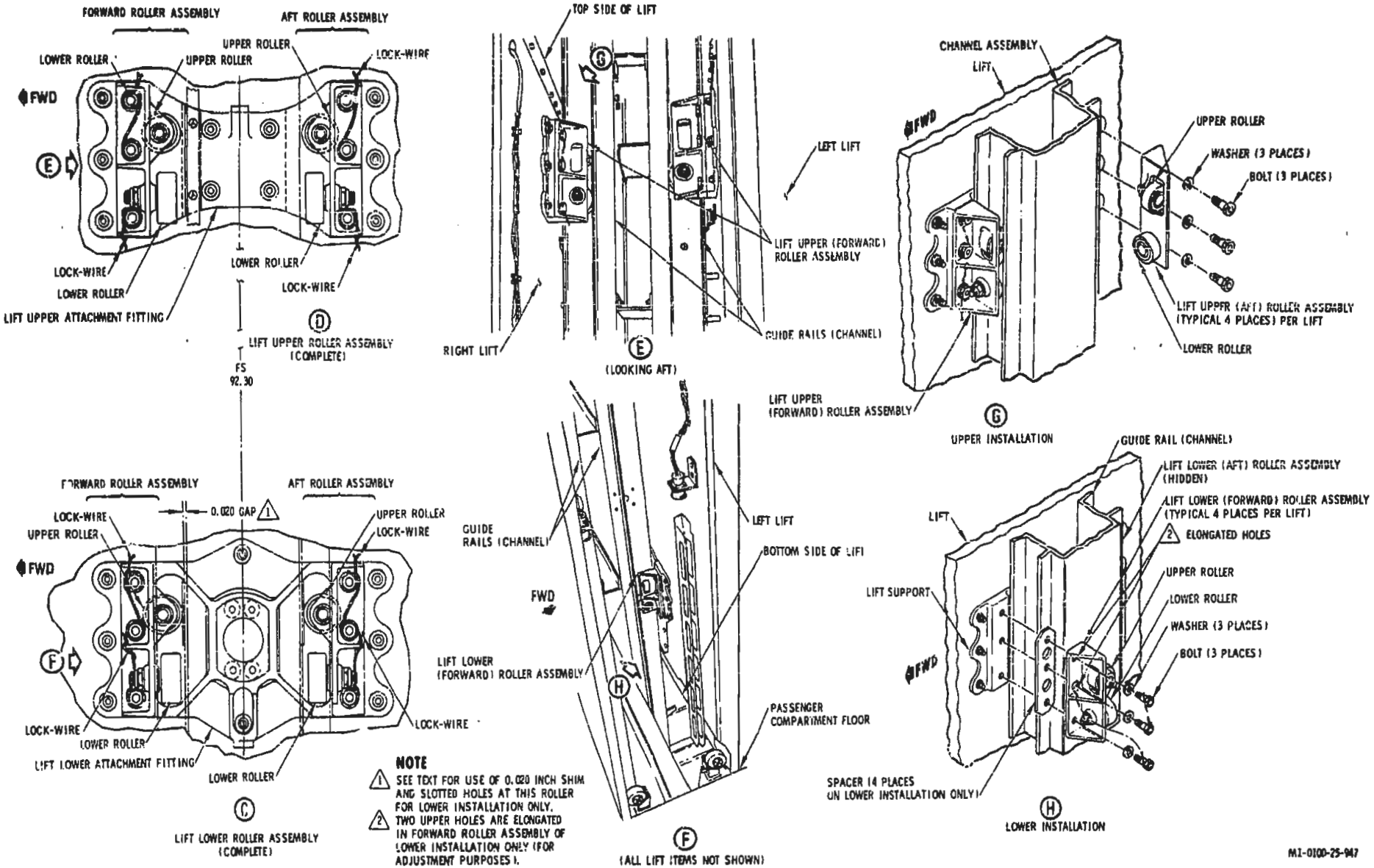
(18) Close lift enclosure doors, and check lift for operation.



M1-0101-25-345

R Lift Upper (Forward and Aft) and Lower (Forward and Aft)
R Roller Assemblies - Removal and Installation
R Figure 401 (Sheet 1)

R EFFECTIVITY: ALL
R
015B



NOTE

1. SEE TEXT FOR USE OF 0.020 INCH SHIM AND SLOTTED HOLES AT THIS ROLLER FOR LOWER INSTALLATION ONLY.
2. TWO UPPER HOLES ARE ELONGATED IN FORWARD ROLLER ASSEMBLY OF LOWER INSTALLATION ONLY (FOR ADJUSTMENT PURPOSES).

R Lift Upper (Forward and Aft) and Lower (Forward and Aft)
R Roller Assemblies - Removal and Installation
R Figure 401 (Sheet 2)

EFFECTIVITY: ALL

LIFT POWER SERVICE LOOP - REMOVAL AND INSTALLATION

1. General

The lift power service loops are located between the galley lift enclosure structure and the inboard wall of the lift (Ref. Fig. 401).

2. Referenced Procedure

24-41-00 External Power/Ground Service System - Maintenance Practices

3. Removal/Installation

A. Removal

R (1) On galley left and right circuit breaker panels, zone 131, verify circuit breakers PASS SERV BUS 3L - LIFT LEFT and PASS SERV BUS 1R - LIFT RIGHT are closed.

(2) Energize aircraft electrical system (Ref. 24-41-00).

R R (3) Operate lift to be serviced to down position, and opposite lift to up position.

R (4) Open and tag circuit breakers closed in Step 3A(1).

(5) Deenergize aircraft electrical system (Ref. 24-41-00).

R R (6) Open lift enclosure door in galley compartment for lift not being serviced and gain access to lift power service loop.

R NOTE: Unlock door by turning (coin-slot type) latch above door knob.

(7) Extend maintenance stop(s), located in lift guide rail approximately 75 inches above galley floor.

(8) In galley, between lifts, operate handcrank to lower lift until lift is resting on maintenance stop(s).

WARNING: THE LIFT MAINTENANCE STOP(S) MUST BE USED TO SUPPORT LIFT, WHEN LIFT IS IN UP POSITION, AND MAINTENANCE IS TO BE PERFORMED UNDER LIFT.

R (9) Gain access to power service loop to be serviced through galley lift enclosure door of operable lift.

(10) Remove retaining clamps from power service loop guides.

(11) Disconnect electrical connectors at fixed and lift cable connectors.

(12) Remove power service loop from guides.

(13) Remove power service loop from lift enclosure.

B. Installation

R (1) Verify circuit breakers opened in Step 3A(4) are open and tagged.

R R NOTE: Prior to installing service loop in guides, inspect and verify the following:

R (a) Check cable cover for damaged (crushed) convolutions, cracks, etc.

R R (b) Disassemble service loop cable assembly and dress wires to eliminate kinking or twists.

R R R (c) Reassemble cable connections clocking alignment pins in same direction, then clock alignment pins on aircraft connectors to match.

(2) Install lift power service loop in guides.

(3) Connect electrical connectors to fixed and lift cable connectors.

R NOTE: Loops should be free from kinks and twists. To ensure that loops track properly, loosen loop connector backshells as required to straighten loops, then retighten backshells.

(4) Install retaining clamps on power service loop guides.

R (5) Operate lift handcrank and raise lift as required, disengage and stow maintenance stop(s).

(6) Remove tag and close circuit breakers opened in Step 3A(4).

(7) Energize aircraft electrical system (Ref. 24-41-00).

(8) Close lift enclosure doors.

R (9) Operate lift not serviced to full down position.

R (10) Operate repaired lift to full up position.

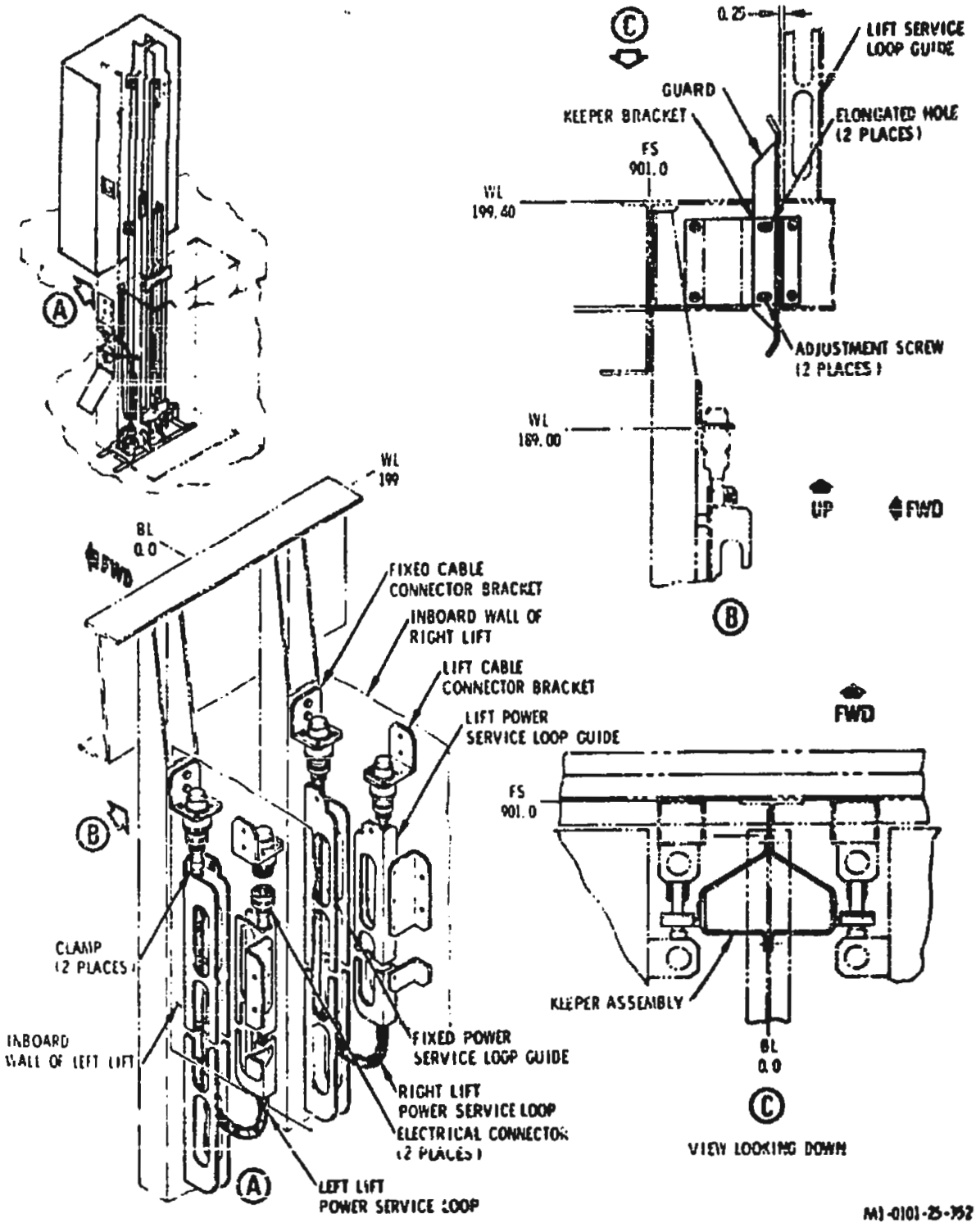
(11) Open passenger compartment lift enclosure door for lift not serviced.

(12) Check for 0.25 inch constant gap between aft face of
R guard and forward face of lift service loop guide on repaired lift.

NOTE: Elongated mounting holes are provided in the guard to allow for adjustment between these components.

R (13) Check to ensure fixed guide centerline is aligned
R within 0.06 inch with centerline of cage guide.

(14) Close lift enclosure door and check lift for operation (Ref. 25-32-00).



R Lift Power Service Loop - Removal and Installation
R Figure 401

R EFFECTIVITY: ALL
R
016B

GALLEY BEZEL - REMOVAL AND INSTALLATION

1. General

R The galley bezel is located between the left and right lifts in front of the galley control module (Ref. Fig. 401).

2. Removal/Installation

A. Removal

(1) On galley left and right circuit breaker panels, zone 150, open and tag circuit breakers LIFT LEFT and LIFT RIGHT.

(2) Remove set screws from motor selection knobs.

(3) Remove motor selection knobs.

(4) Remove locknuts from motor selection shafts.

(5) Remove nuts and washers from motor selection shafts.

(6) Remove bezel-to-panel attachment screws.

(7) Remove bezel.

B. Installation

(1) Verify that circuit breakers opened in Step 2A(1) are opened and tagged.

(2) Install bezel on control panel.

(3) Install bezel-to-panel attachment screws.

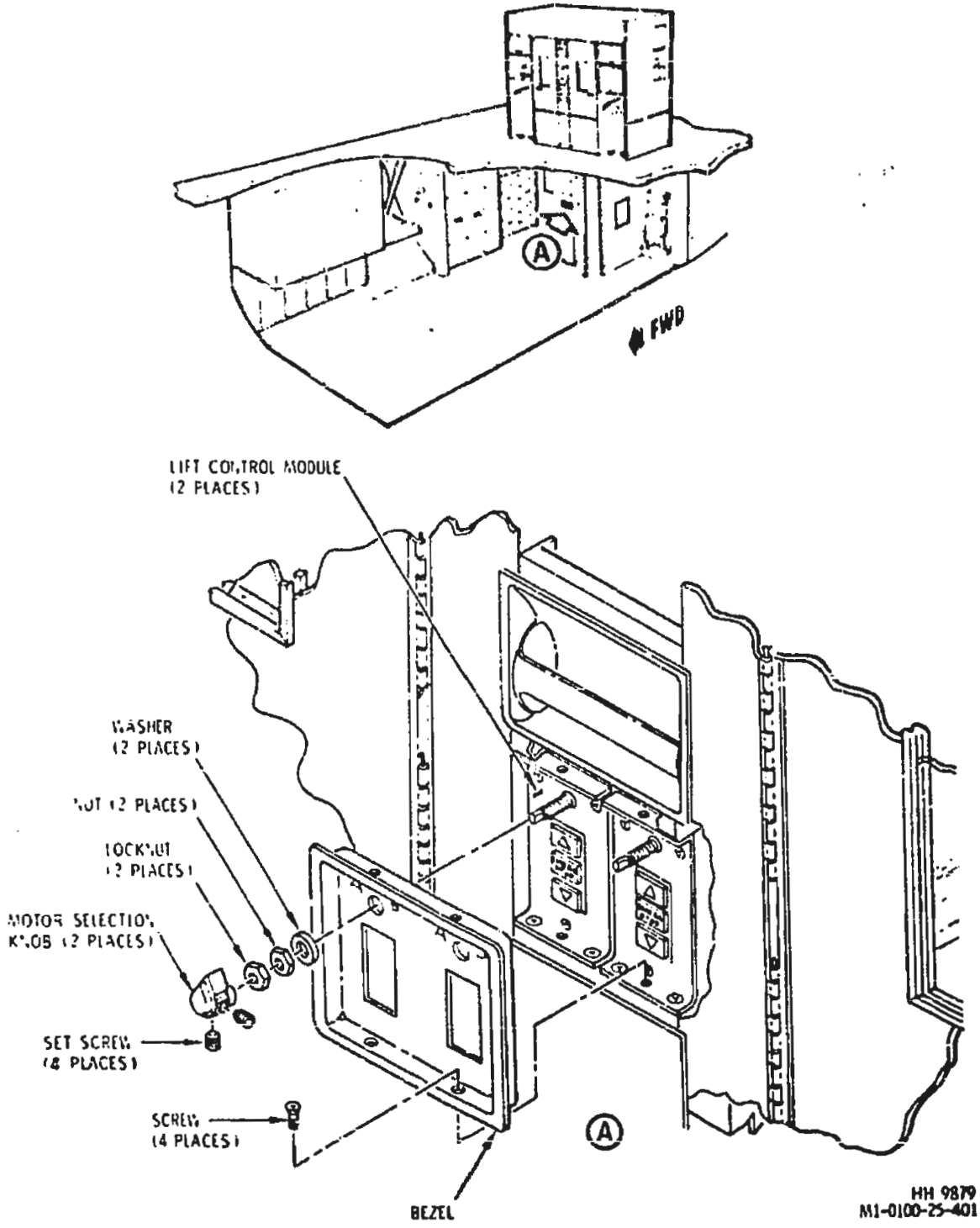
(4) Install washers and nuts on motor selection shafts.

(5) Install locknuts on motor selection shafts.

(6) Install motor selection knobs.

(7) Install motor selection knob set screws.

(8) Remove tags and close circuit breakers opened in Step 2A(1).



R Galley Bezel - Removal and Installation
R Figure 401

LIFT CHAIN AND LIFT ATTACHMENT ASSEMBLY REMOVAL AND INSTALLATION

1. General

The lift chain and lift attachment fitting are located inboard of the lift and between the upper idler sprocket in the passenger compartment and the lower drive sprocket in the galley lift enclosure (Ref. Fig. 401).

Removal and Installation procedures are different for installations still having chains over the upper idler sprocket (Paragraph 3), compared with installations with broken chains (Paragraph 4).

2. Referenced Procedures

24-41-00	External Power/Ground Service System - Maintenance Practices
25-32-00	Galley Lift System - Adjustment and Test
25-32-01	Lift Cage - Maintenance Practices

3. Chain and Fitting Removal/Installation (Chains Over Upper Idler Sprocket)

A. Removal

WARNING: THE LIFT MAINTENANCE STOPS MUST BE USED IF MAINTENANCE IS PERFORMED UNDER THE LIFT WHEN LIFT IS IN UP POSITION. THIS WILL PREVENT THE LIFT FROM "FREE FALLING" WHEN DRIVE TRAIN HAS FAILED.

(1) Place lift requiring maintenance on maintenance stops (Ref. 25-32-01).

R (2) On galley left or right circuit breaker panels, zone
R 131, verify circuit breaker LIFT LEFT (C2) or LIFT RIGHT (G11) is open and tagged for lift requiring maintenance.

(3) At cabin level, open lift enclosure door of lift being serviced.

(4) Inside lift, at lower inboard side, remove round cap from cage fitting.

(5) Remove four bolts attaching lift cage attachment fitting assembly to cage. Push fitting free of cage. (Fitting must be free from the cage mount pad so it can be lowered in next step.)

(6) On galley lift control panel, operate handcrank to lower lift attachment fitting to convenient position below lift. (Approximately five feet from floor.)

CAUTION: DO NOT ALLOW ATTACHMENT FITTING TO CATCH ON MAINTENANCE STOPS AS FITTING IS LOWERED (FITTING WILL PASS BETWEEN STOPS IF GUIDED).

(7) Tie upper strands of each chain together above fitting (lock wire or other means). This will prevent chains from "running" and falling free of upper idler sprockets. (Old chains will be used to pull new chains over upper idler sprocket.)

(8) Remove lockwire, loosen locknuts on lift cage attachment fitting turnbarrels.

(9) Rotate turnbarrels until spring tension has been released.

(10) If lift attachment fitting is being replaced, remove clevis pins from chain attach fittings and remove lift cage attachment fitting from area.

CR (11) If chains are being replaced, remove clevis pins from
CR the attachment fitting.

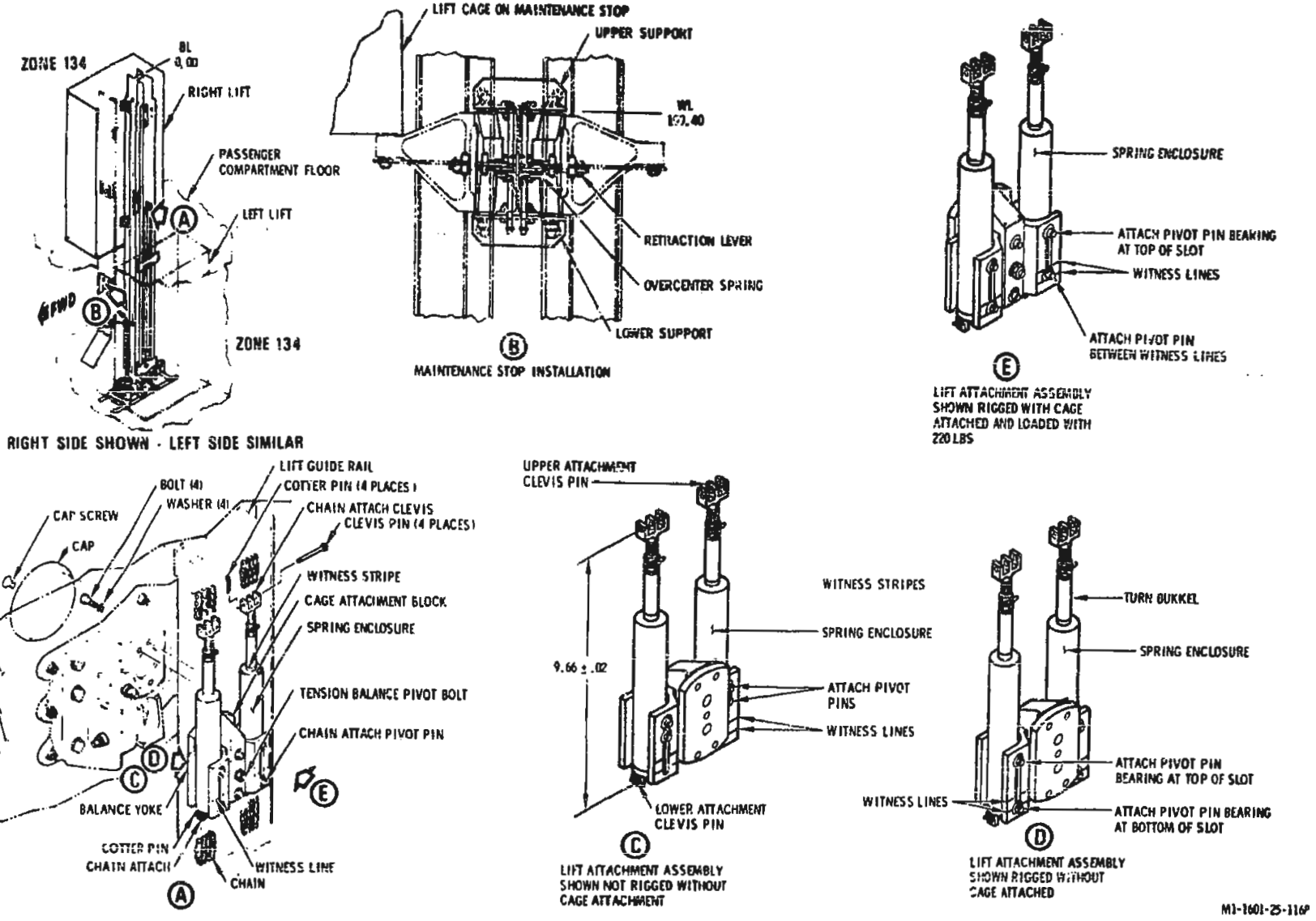
CR NOTE: Chains are to be replaced in pairs.

NOTE: Old chain is removed as new chain is installed (Ref. Para. 3B).

B. Installation

(1) Verify circuit breaker opened in Step 3A(2) is opened and tagged.

CR (2) Lay new dual chain on the floor and verify chain length
CR with 20-40 pounds tension is 203.625 (+.155, -.000)
CR inches and last link in each end is male end. Also
CR compare chains at middle of and along length of chains
CR to assure that there are the same number of links.
Lock wire end of new chain to upper free end of existing chain nearest cage going directly up and over upper idler sprocket. Lock wire should form link in chain so it will ride over upper sprocket (Ref. Fig. 402).



CR
CR
CR

Lift Chain and Lift Attachment Assembly
Removal and Installation
Figure 401

EFFECTIVITY: ALL

002B

(3) Untie chain going over upper sprocket [(Ref. Step A(7)]. Feed new chain out while pulling old chain with new chain up and over upper sprocket. When free end of new chain is approximately five feet from floor, retie chain strands going over upper sprocket. Disconnect old chain from new chain at lock wire link and remove old chain. (Verify upper sprockets rotate freely by pulling on chains.)

CR (4) Repeat Step (3) for second new chain.

CR (5) Position chains around lower drive sprocket; verify dual chains are correctly positioned on sprockets to provide horizontal attachment to fitting.

(6) Attach chains to lift cage attachment fitting as follows:

(a) Verify distance between upper and lower attachment clevis fittings is 9.66 ± .02 inches, or witness stripe on turnbarrel is visible at top of tube (spring enclosure) (Ref. Fig. 401, View D).

NOTE: If turnbarrel and clevis fitting adjustments have been disturbed, turn upper chain tension rod and turnbarrels until disconnected. Engage lower chain tension rod and upper chain tension rod threads with turnbarrel at same time and rotate turnbarrel only until 9.66-inch length is obtained.

(b) Verify lift cage attachment fitting is correctly positioned for reattachment to lift cage (attachment block toward cage).

CR (c) Attach chain to lift cage attachment upper clevis fitting.

(d) Install clevis pins and cotter pins (Ref. Fig. 401).

(7) Attach lower chain attach clevis fittings to chain(s) ends that come around lower drive sprocket. Install clevis pins and cotter pins.

(8) Rotate turnbarrels at upper attachment fitting until chain attach pivot pins bear at top and bottom of cage attachment bracket slots (Ref. Fig. 401, View D).

(9) Recheck balance yoke is horizontal.

(10) Tighten each turnbarrel an additional two turns. Verify witness stripe on turnbarrel is visible at top of tube (spring enclosure).

R (11) Tighten locknuts on turnbarrels and lock wire; verify cotter pins are installed in all four clevis pins.

(12) Using manual crank, raise lift attachment fitting so attachment fitting can be reattached to lift.

(13) At the passenger compartment level inside, attach fitting to lift with four bolts.

(14) Install round access cover.

(15) Check chain tension setting as follows:

(a) Place both lifts on maintenance stops (Ref. 25-32-01).

R (b) On galley left and right circuit breaker panels, zone 131, verify circuit breakers LIFT LEFT (C2)
R LIFT RIGHT (G11) are open and tagged.

(c) At passenger compartment level, open lift enclosure door of lift being serviced and add 220 pounds inside lift.

(d) At galley level, using manual hand crank, raise lift being serviced off maintenance stop and stow maintenance stop.

(e) Lower lift until lift attachment fitting is opposite witness holes in guide rails (approximately 62 inches above galley floor level).

WARNING: ENSURE THAT CHAINS ARE EQUALLY TENSIONED. ENSURE CAGE ATTACH FITTING BALANCE YOKE IS IN AN EXACT HORIZONTAL POSITION AND THAT THE CHAIN ATTACH PIVOT PINS ARE BETWEEN THE WITNESS MARKS ON THE LIFT ATTACHMENT ASSEMBLY.

(f) Verify center of lower pins in take-up slots are between witness lines (Ref. Fig. 401, View E).

NOTE: If lower pins are not between witness lines, recheck chain tension setting in accordance with Steps 3B(1) through 3B(10). If still above lines, recheck chain length and install new chain(s) if required (Ref.

Para. 3B); if problem persists check condition of rubber shock mounts at lower drive shaft and power unit.

4. Chain and Fitting Removal/Installation (Chains Not Over Upper Idler Sprocket)

NOTE: This procedure assumes chains have broken or for another reason have fallen off upper sprocket.

A. Removal

WARNING: THE LIFT MAINTENANCE STOPS MUST BE USED IF MAINTENANCE IS TO BE PERFORMED UNDER THE LIFT WHEN THE LIFT IS IN THE UP POSITION.

(1) Place lift requiring maintenance on maintenance stop (Ref. 25-32-01).

(2) On galley left or right circuit breaker panel, zone 131, verify circuit breaker LIFT LEFT (C2) or LIFT RIGHT (G11), is open and tagged for lift requiring maintenance.

(3) At passenger compartment level, enter lift and at lower inboard side, remove round access cover and rectangular cover near floor to support fitting during removal.

R CAUTION: THE LIFT ATTACHMENT FITTING MUST BE SUPPORTED FROM
R BELOW SINCE FITTING WILL DROP WHEN BOLTS ARE
R REMOVED.

(4) Remove four bolts which attach lift attachment assembly to cage fitting.

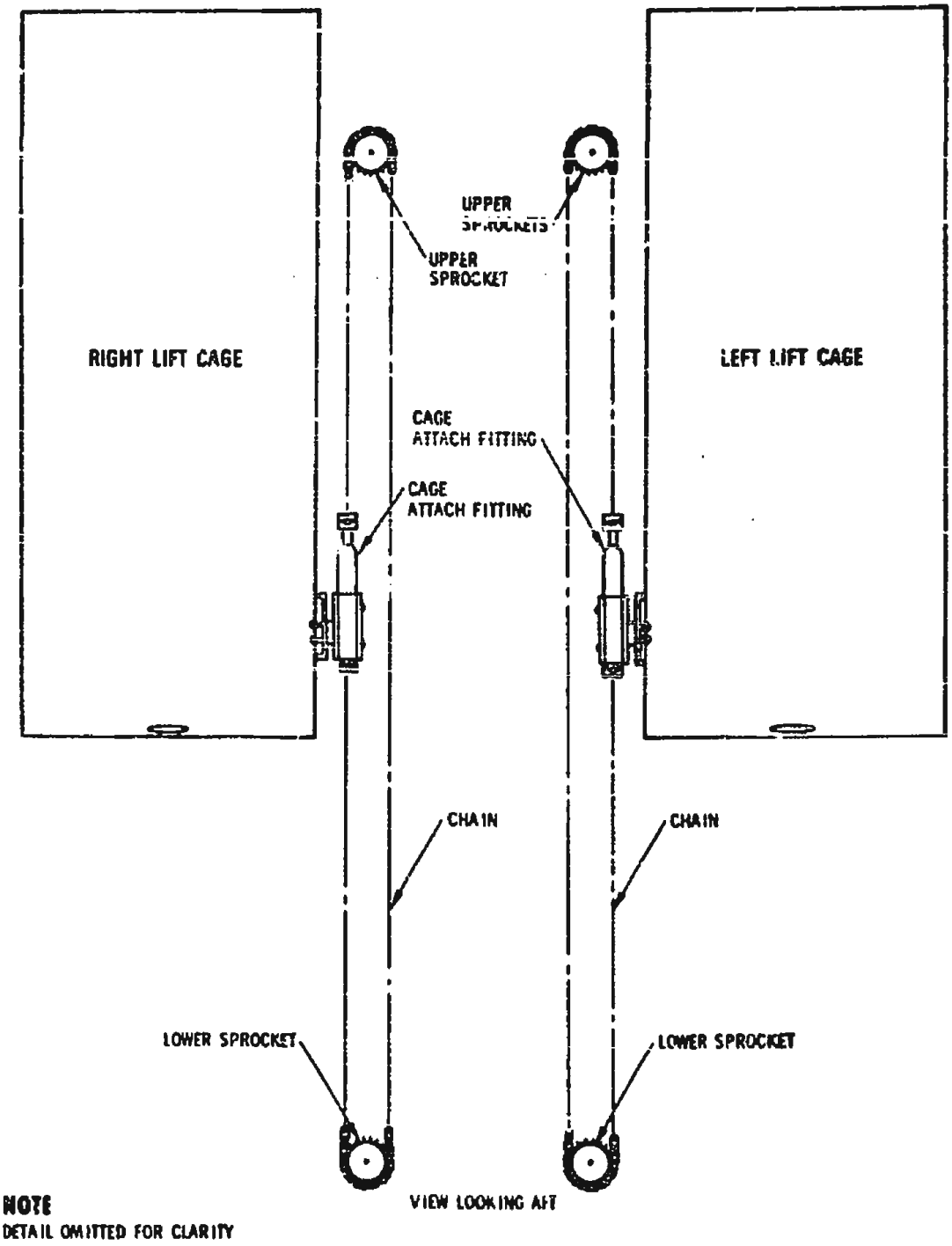
(5) At galley level, remove old chain from lift enclosure and detach from fitting as required.

B. Installation

(1) Verify circuit breaker opened in Step 4A(2) is open and tagged.

(2) Place block at galley floor level below lift that will support lift and provide hand access when lift is resting on block.

(3) Manually raise lift (two men required, lift weighs approximately 100 lbs), stow maintenance stops, and lower lift to rest on block provided.



CR Chain to Lift Attachment Fitting Hookup
CR Figure 402

(4) At passenger compartment level, gain access to enclosure over lowered lift (verify idler sprockets rotate freely).

(5) Position new chain(s) over upper sprocket(s). To
R prevent chain run off, tie chain ends together with
R lock wire to form loop over sprocket. Lock wire should form link in chain.

(6) At galley level, manually raise lift (two men required), extend maintenance stop, and lower lift to rest on stop. Remove block from lift enclosure at galley floor level.

R (7) Position chains (by pulling over the upper sprocket) so
R lock wire link is approximately five feet from floor and is in chain strand nearest cage. Tie chain strands
R at point above lock wire link to prevent chains from
R running off upper sprocket. Remove lock wire link.

(8) Attach chains to lift attachment assembly, adjust tension, attach assembly to lift fitting and perform chain tension check as instructed in Steps 38(7) through 38 (15).

POWER SERVICE LOOP GUIDE AND BRACKET - REMOVAL AND INSTALLATION

1. General

R The power service loop guides and brackets are located on the galley lift enclosure structure and the inboard wall of the lift (Ref. Fig. 401).

2. Referenced Procedure

R 25-32-18 Lift Power Service Loop - Removal and Installation

3. Removal/Installation

A. Removal

R (1) Remove lift power service loop (Ref. 25-32-18).

R (2) Operate lift manual handcrank on galley center control panel to raise lift in passenger compartment for the to-be-removed power service loop guide.

R (3) Block lift to retain it in position.

R (4) In galley compartment, lower lift opposite from lift power service loop guide to be removed.

R (5) Gain access to lift power service loop guide and bracket through passenger compartment lift enclosure door.

R (6) Remove power service loop guide to lift attachment screws and washers.

R (7) Remove power service loop guide.

R (8) Disconnect lift wiring electrical connector from cable connector bracket.

R (9) Remove lift cable connector bracket to lift attachment screws and washers.

R (10) Remove lift cable connector bracket.

(11) Gain access to fixed power service loop guide and bracket through galley compartment lift enclosure door.

(12) Remove power service loop guide to galley lift enclosure attachment screws, nuts, and spacers.

(13) Remove power service loop guide.

(14) Disconnect aircraft wiring electricl connector from fixed cable connector bracket.

(15) Remove fixed cable connector bracket to galley lift enclosure attachment screws, nuts, and washers.

(16) Remove fixed cable connector bracket.

B. Installation

(1) Position fixed cable connector bracket on galley lift enclosure structure.

(2) Install connector bracket to galley lift enclosure attachment screws, nuts, and washers.

(3) Connect aircraft wiring electrical connector to fixed cable connector bracket.

(4) Position power service loop guide on galley lift enclosure structure.

(5) Install power service loop guide to galley lift enclosure attachment screws, nuts, and spacers.

R (6) Position lift cable connector bracket on lift.

R (7) Install lift cable connector bracket to lift attachment
R screws and washers.

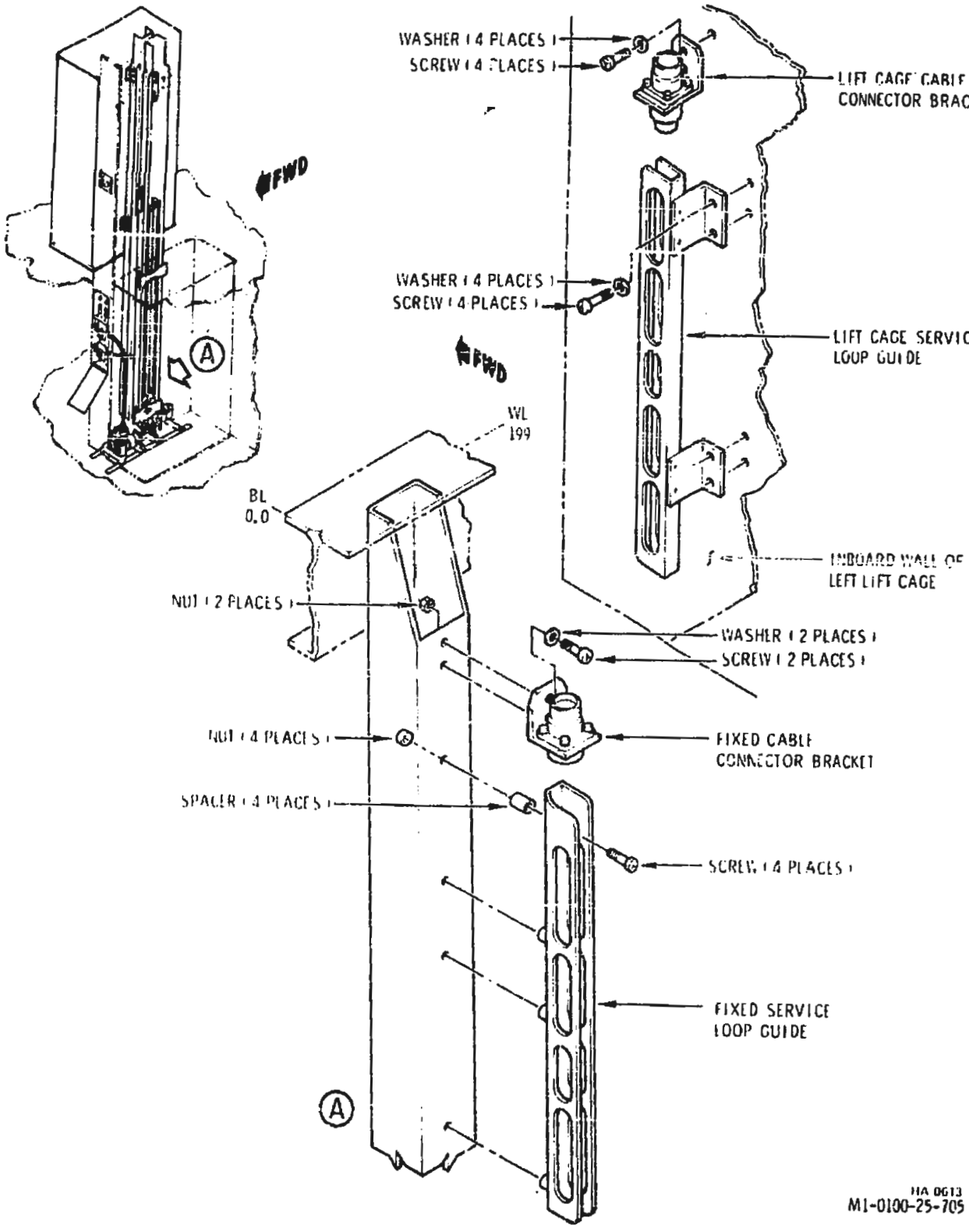
R (8) Connect lift wiring electrical connector to lift cable
R connector bracket.

R (9) Position lift power service loop guide on lift.

R (10) Install power service loop guide to lift attachment
R screws and washers.

R (11) Operate lift manual handcrank on galley center control
R panel to raise lift and remove lift blocks.

R (12) Install lift power service loop (Ref. 25-32-18).



R Power Service Loop Guide and Bracket - Removal and Installation
R Figure 401

GALLEY LIFT CAGE TOP TAPE SWITCHES REMOVAL AND INSTALLATION

1. General

R There are seven galley lift cage pressure tape switches located under the lift cage top panel assembly (Ref. Fig. 401).

2. Equipment and Materials

Seal, Aerospace Material Specification AMS 3302 or equivalent

Tape, vinyl foam both sides adhesive 3M-4432 or equivalent

Tape Switch

Solvent, Methyl-ethyl-ketone (MEK), or equivalent

R Adhesive, RTV-157, (LCM30.2085B, Type I, Grey), General Electric
R Silicone Products, or equivalent

R Pads, 0.032 in thick Silicone Rubber sh.60 shore per
R LAC23-119502, Hadbar Inc., or Kirkhill Rubber Co., or equivalent

3. Referenced Procedures

25-32-00 Galley Lift System - Adjustment and Test

4. Removal/Installation

A. Removal

(1) Verify left or right galley lift cage top at galley level.

(2) On galley left circuit breaker panel, zone 135 open and tag GALLEY LIFT ISLN PNL (L21).

(3) Unlatch fastener screws on top of lift cage and remove panel assembly.

R (4) Disconnect electrical connector from applicable tape switch.

(5) Remove tape switch (12 or 18 inches long).

R R (6) Remove adhesive backed vinyl foam tape and clean mating surface with solvent.

B. Installation

R R (1) Verify circuit breaker opened in Step 4A(2) is open and tagged.

R (2) Install new vinyl foam tape on panel.

(3) Install tape switch (12 or 18 inches long).

R (4) Install electrical connector on tape switch.

R R (5) If pad and seal were previously removed, perform the following:

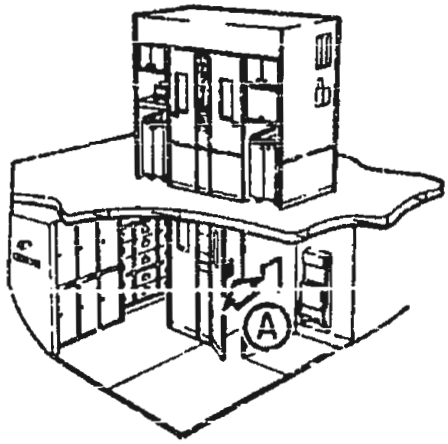
R (a) Clean mating surfaces with solvent.

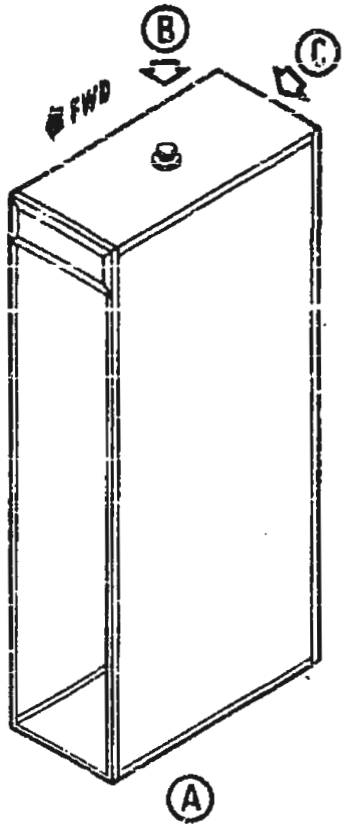
R (b) Install seal on channel with adhesive.

R (c) Install pad on seal with adhesive.

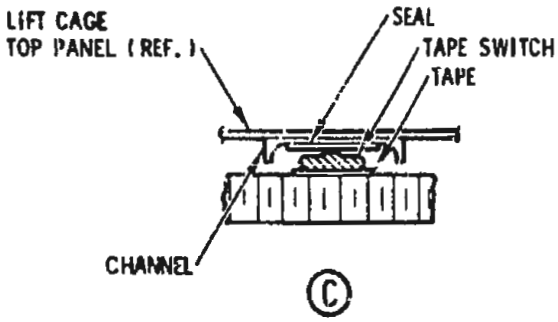
(6) Install lift cage top panel assembly and fasten down.

(7) Perform operational test of tape pressure switch system (Ref. 25-32-00) paragraph 4A(13).

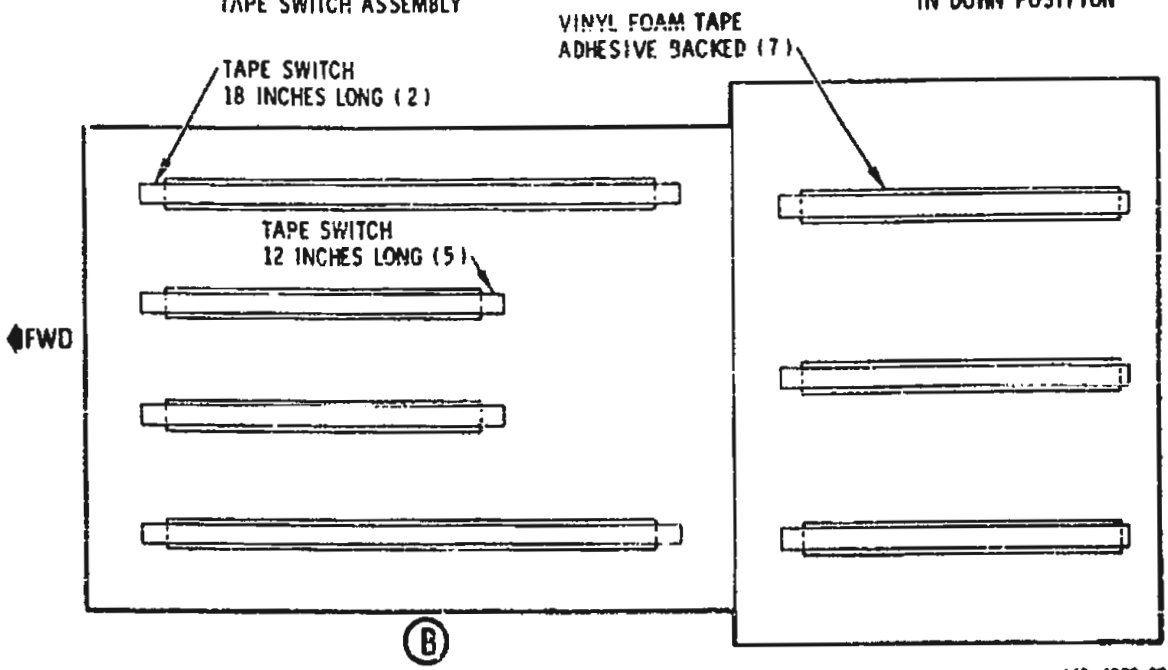




TYPICAL GALLEY LIFT CAGE
IN DOWN POSITION



TYPICAL SECTION
TAPE SWITCH ASSEMBLY



LOOKING DOWN ON LIFT CAGE
WITH TOP PANEL ASSEMBLY REMOVED

M1-0000-25-3561

R Galley Lift Cage Tape Switches - Removal and Installation
R Figure 401

R EFFECTIVITY: ALL
R
001B

LIFT STABILIZATION SYSTEM ROLLER ACTUATOR ASSEMBLY REMOVAL AND INSTALLATION

1. General

Each lift area has a forward and aft lift stabilization roller actuator assembly mounted to aircraft structure on the inboard side of a lift at the passenger compartment floor level (Ref. Fig. 401).

NOTE: Each lift stabilization roller actuator assembly is riveted to aircraft structure. Only the roller and attaching lever are removed and installed in this procedure.

2. Equipment and Materials

Scale (fish type), 0 to 50 pound capacity, or equivalent

3. Referenced Procedure

24-41-00 External Power/Ground Service System - Maintenance Practices

4. Removal/Installation

A. Removal

(1) On galley left circuit breaker panel, zone 131, verify circuit breaker LIFT LEFT (C2) is closed.

(2) On galley right circuit breaker panel, zone 131, verify circuit breaker LIFT RIGHT (G11) is closed.

(3) Energize aircraft ac bus No. 1 (Ref. 24-41-00).

C (4) DELETED.

(5) Push lift up position button on galley lift control panel, if lift is not in full up position.

R WARNING: USE LIFT MECHANICAL STOPS IF MAINTENANCE IS
R PERFORMED UNDER LIFT WHEN LIFT IS IN UP POSITION.

(6) Extend lift mechanical stop.

NOTE: Lift must remain in full up position to gain access to lower rollers.

(7) Deenergize aircraft ac bus No. 1 (Ref. 24-41-00).

(8) Remove hardware attaching roller to lever, and remove lower roller from actuator assembly.

NOTE: Perform Steps 4A(9) through (11) to remove lever (with roller) from actuator assembly.

CAUTION: SPRING HAS A TENSION OF 40 POUNDS.

(9) Remove bolt and spring from bracket.

NOTE: Washers are installed at each end of spring.

(10) Remove screw securing lever to bracket, and remove lever from actuator assembly.

(11) Energize aircraft ac bus No. 1 (Ref. 24-41-00).

(12) Retract lift mechanical stop.

(13) Push lift down position button on passenger compartment lift control panel.

NOTE: Lift must remain in full down position to gain access to upper rollers.

(14) Deenergize aircraft ac bus No. 1 (Ref. 24-41-00).

(15) Repeat Steps 4A(9) through (11) to remove upper roller or bracket.

B. Installation

(1) Verify lift is in full down position.

(2) Position lever (with roller) to actuator assembly and install attaching screw.

(3) Insert spring with washer at each end into position on bracket.

(4) Install bolt into bracket.

(5) Attach a fish scale at roller fulcrum bolt.

(6) Adjust spring tension by turning bolt, in Step 3B(4) inward until a 40 (±1.0) pound force will remove

contact between roller and lift surfaces, and bolt head is no longer contacting lever.

(7) Energize aircraft ac bus No. 1 (Ref. 24-41-00).

(8) Push lift up position button on passenger compartment lift control panel and stop lift at mid-position by depressing STOP button on control panel.

(9) Deenergize aircraft ac bus No. 1 (Ref. 24-41-00).

(10) Place wedges on inboard side of lift in a position to force lift upper and lower ends away (in an outboard direction) from main support rail. Rollers of each stabilization roller actuator assembly must be resting against rail without any assist from roller actuator assembly spring.

NOTE: The roller levers of each roller actuator assembly are preloaded to 40 (±1.0) pounds. This force is measured at roller-to-lift contact surface at time lever moves away from head of lever adjusting bolt.

(11) Check for equal gap at upper and lower outboard sides of lift.

(12) Check for equal gap at upper and lower forward sides of lift.

(13) Check for equal gap at upper and lower aft sides of lift.

(14) Check lift shaft area to prevent lift from grinding into any structure or paneling when lift is in motion.

(15) Remove wedges at inboard side of lift.

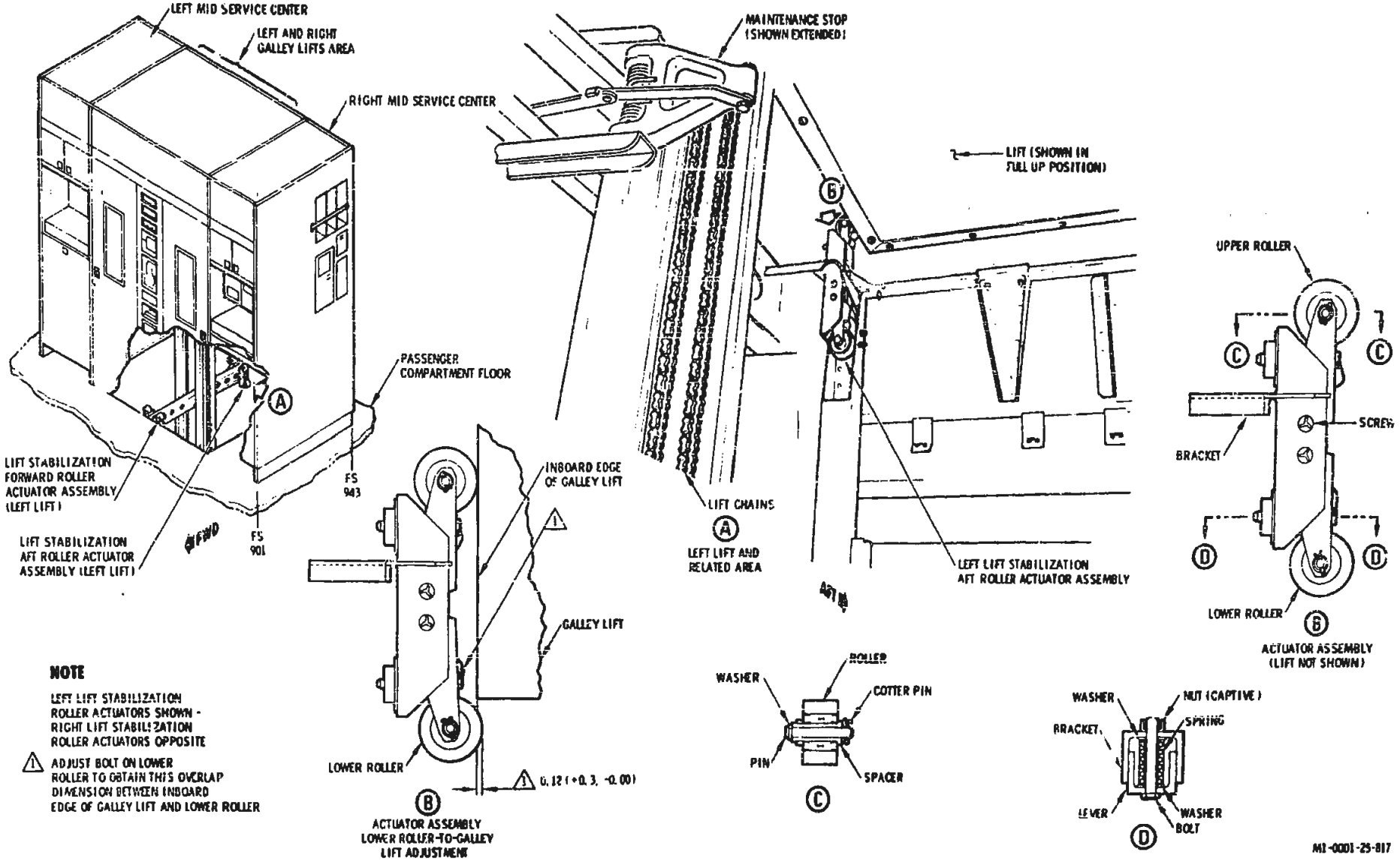
(16) Energize aircraft ac bus No. 1 (Ref. 24-41-00).

(17) Push lift up position button on galley lift control panel.

(18) Deenergize aircraft ac bus No. 1 (Ref. 24-41-00).

(19) Repeat Steps 3B(10) through (15), except with lift in full up position, place wedges only at base of lift and check for equal gap around forward, outboard, and aft sides at base of lift.

(20) Adjust bolt on lower roller to give 0.12 (+0.03, -0.00) dimension overlap between inboard edge of lift and lower roller.



R Lift Stabilization System Roller Actuator Assembly
R Removal and Installation
R Figure 401

EFFECTIVITY: ALL

GALLEY LIFT SHOCK ABSORBER - REMOVAL AND INSTALLATION

1. General

Two shock absorbers are installed in each galley lift system (Ref. Fig. 401). Access to the upper shock absorbers is from passenger compartment with lift at galley level; access to lower shock absorbers is from galley level with lift in up position.

The shock absorber plunger pads are replaceable with shock absorbers installed (Reference Para. 3C).

2. Referenced Procedures

24-41-00	External Power/Ground Service System - Maintenance Practices
25-32-00	Galley Lift System - Adjustment and Test

3. Removal/Installation

A. Removal

R (1) On galley left circuit breaker panel, zone 131, close
R circuit breaker LIFT LEFT (C2).

R On galley right circuit breaker panel, zone 131, close
R circuit breaker LIFT RIGHT (G11).

(2) Turn on electrical power (Ref. 24-41-00).

(3) Gain access to applicable shock absorber as follows:

(a) Lower shock absorber: at galley level, push applicable lift system UP button, if lift is not in full up position. Shock absorber is located at lower guide rail area.

(b) Upper shock absorber: at passenger compartment level, push applicable lift system DOWN button and lower lift to full down position. Shock absorber is located at upper guide rail area.

R (4) Open and tag circuit breakers closed in Step 3A(1).

CAUTION: THE LIFT MAINTENANCE STOPS MUST BE USED, IF MAINTENANCE IS PERFORMED UNDER LIFT WHEN LIFT IS IN UP POSITION.

R (5) At applicable shock absorber, remove bolts (2) securing
R shock absorber mounting bracket to support bracket.

(6) Remove shock absorber from support bracket.

B. Installation

R (1) Verify circuit breakers are opened and tagged [Ref.
R Step 3A(1)].

K CAUTION: THE LIFT MAINTENANCE STOPS MUST BE USED IF
R MAINTENANCE IS PERFORMED UNDER LIFT WHEN LIFT IS
R IN UP POSITION.

R (2) At applicable shock absorber installation, place shock
R absorber on support bracket with pad end toward lift
R cage.

(3) Tighten mounting bolts.

(4) Restow maintenance stops, if extended.

(5) Remove tags and close circuit breakers [Ref. Step 3A(1)].

(6) Operate lift and verify lift cage floor is within limit tolerance with passenger compartment or galley floor threshold (within +0.25, -0.00 inch, Ref. 25-32-00).

(7) Turn off electrical power (Ref. 24-41-00).

C. Shock Absorber Pad Replacement

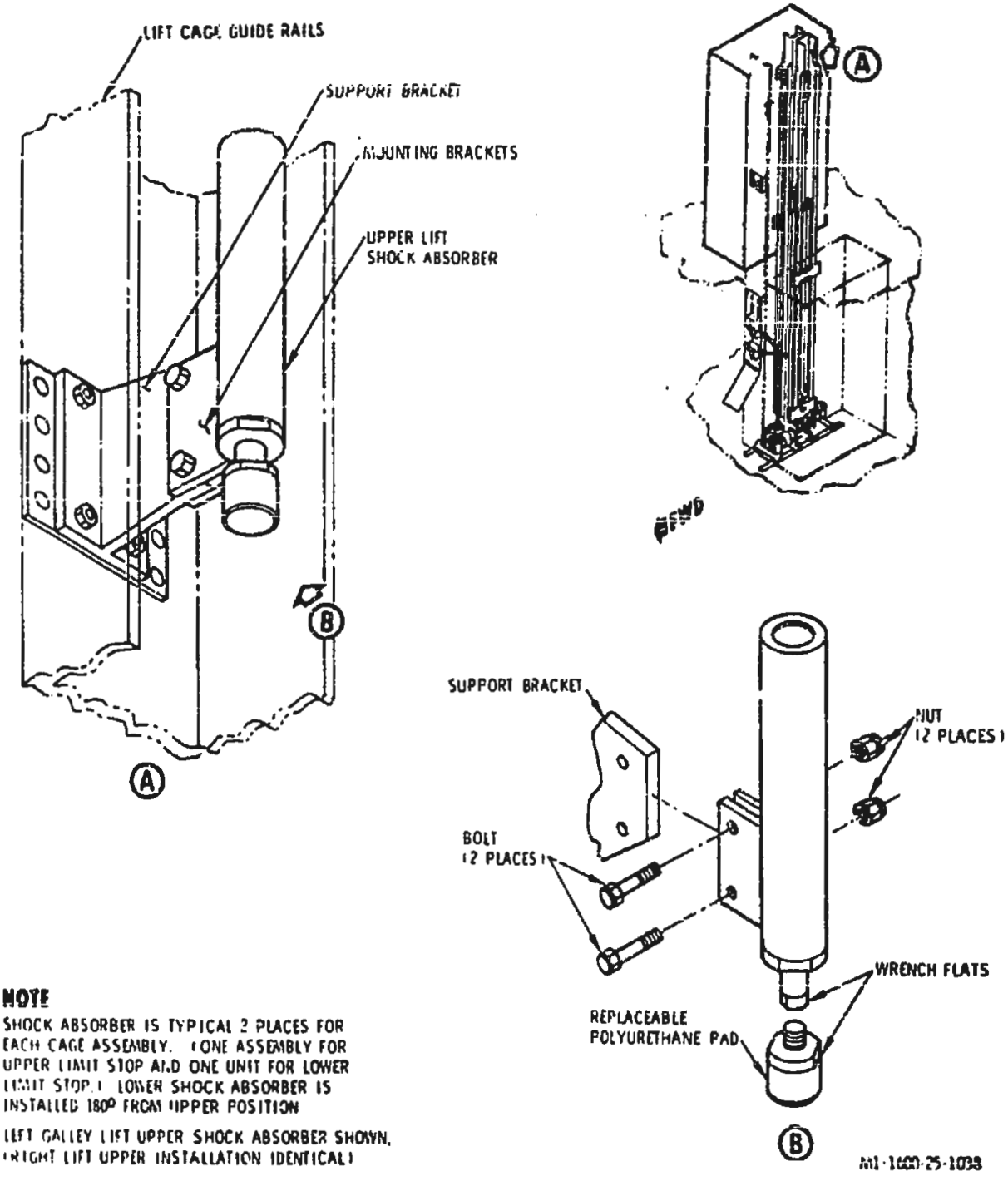
(1) Gain access to applicable shock absorber [Ref. Step
R 3A(1) through 3A (4)].

CAUTION: THE LIFT MAINTENANCE STOPS MUST BE USED, IF MAINTENANCE IS PERFORMED UNDER THE LIFT WHEN LIFT IS IN THE UP POSITION.

R (2) Using applicable wrenches on machined wrench flats of shock absorber plunger rod and pad assembly, loosen and unscrew pad assembly.

(3) Reinstall new pad assembly onto shock absorber plunger rod and tighten.

(4) Remove tags and close circuit breakers opened in Step 3A(1).



NOTE

SHOCK ABSORBER IS TYPICAL 2 PLACES FOR EACH CAGE ASSEMBLY. (ONE ASSEMBLY FOR UPPER LIMIT STOP AND ONE UNIT FOR LOWER LIMIT STOP.) LOWER SHOCK ABSORBER IS INSTALLED 180° FROM UPPER POSITION

LEFT GALLEY LIFT UPPER SHOCK ABSORBER SHOWN, (RIGHT LIFT UPPER INSTALLATION IDENTICAL)

CR Galley Lift Shock Absorber - Removal and Installation
CR Figure 401

(5) Operate lift and check lift cage floor to passenger compartment or galley floor threshold limit tolerance as applicable [Ref. Step 38(6)].

LIFT DOOR INTERLOCK SWITCH - REMOVAL AND INSTALLATION

1. General

R Two galley lift door interlock switch assemblies are located on
R the outboard side of the lift enclosure panel for each lift door
R in the cabin and galley level. Removal and installation is
R similar for each switch installation (Ref. Fig. 401).

2. Removal/Installation

A. Removal

R NOTE: Operate lift to full up position and remove or
R install respective lower interlock switch assembly by
R gaining access through galley lift enclosure doors.
R Operate lift to full down position and remove or
R install respective upper interlock switch assembly by
R gaining access through passenger compartment lift
R enclosure doors.

R (1) Operate applicable lift to full up or down position as
R required.

R (2) On galley left or right circuit breaker panel, zone
R 131, open and tag applicable circuit breaker LIFT LEFT
R (C2) or LIFT RIGHT (G11) for lift interlock switch
R assembly to be removed.

(3) On galley left circuit breaker panel, zone 131, open and tag circuit breaker GALLEY LIFT ISLN PNL (L21).

(4) Open lift enclosure door.

R (5) Remove switch access cover plate(s) on lift enclosure
R panel.

R NOTE: For cabin level cover plate is located on
R outboard of the lift enclosure panel. For
R galley level cover plates are located on inboard
R and outboard of the lift enclosure panel.

R (6) Remove screws, lock washer and jamnut from forward side
R of actuator.

R (7) Disconnect electrical harness wires and tag for
R identification.

R (8) Remove switch with actuator from lift enclosure panel.

(9) Remove screws attaching actuator to switch.

B. Installation

(1) Verify circuit breakers opened in Steps 2A(2) and 2A(3) are opened and tagged.

(2) Position switch on actuator.

CAUTION: DO NOT OVERTORQUE SWITCH ATTACHING SCREWS.

(3) Install screws attaching actuator to switch.

R (4) Install switch and actuator in mounting hole and secure
R with lock washers and jam nuts (Ref. Fig. 401).

R (5) Adjust switch actuator as follows:

R (a) Close lift enclosure door.

R (b) Measure distance from switch actuator contact
R point on door to trim strip on enclosure side
R panel.

R (c) Adjust jam nuts to extend switch actuators the
R measured distance plus (+) 0.091 inch min. or 0.22
R inch, whichever is greater, beyond trim strip
R edge.

R NOTE: May be adjusted up to 0.40 inch to
R compensate for door worpage.

R (d) Tighten jam nuts.

R (6) Check switch actuator to extend within 0.19 to 0.25 inch limits, if not repeat Step 2B(5).

CAUTION: USING FOREIGN OBJECTS TO ACTUATE SWITCHES CAN RESULT IN A POTENTIAL SAFETY PROBLEM.

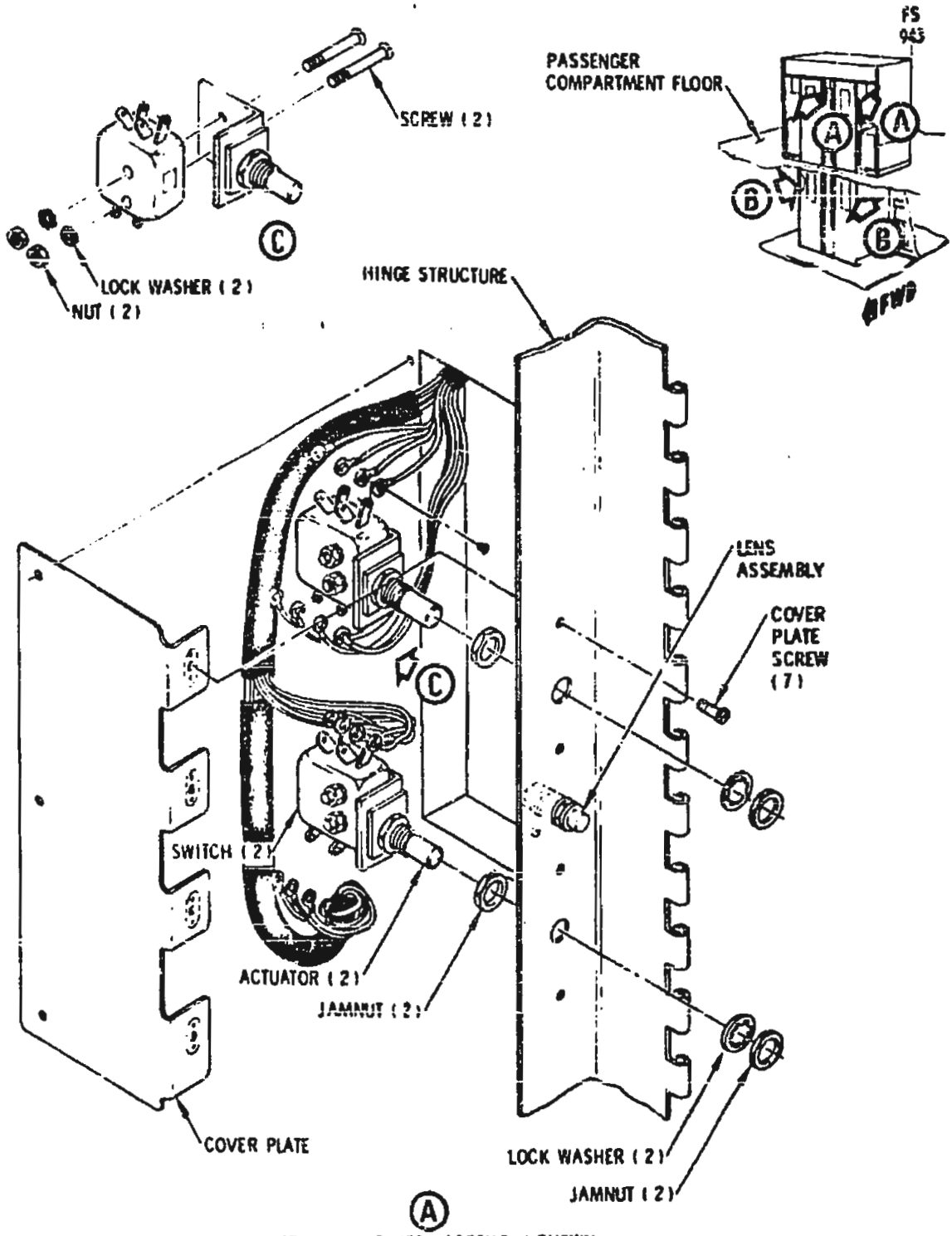
CAUTION: ENSURE SWITCH WILL NOT BOTTOM OUT WITH LIFT ENCLOSURE DOOR CLOSED.

R (7) Install switch access cover plate(s).

R (8) Close lift enclosure door.

R (9) Close circuit breakers opened in Steps 2A(2) and 2A(3). Remove tags.

C. Test



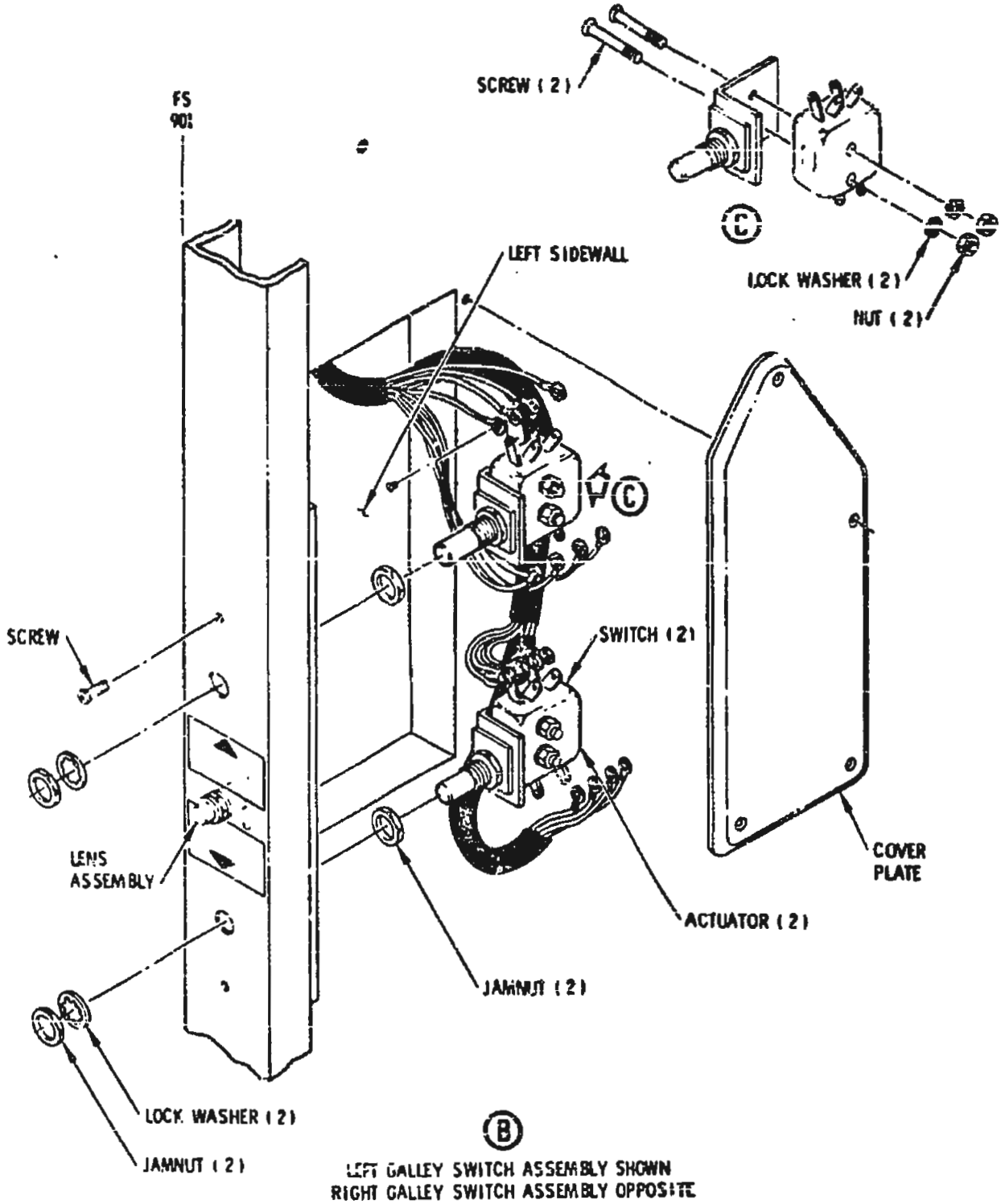
A

LEFT CABIN SWITCH ASSEMBLY SHOWN
RIGHT CABIN SWITCH ASSEMBLY OPPOSITE

MI-0001-25-2706

CR Galley Lift Door Interlock Switch Assembly - Removal and
CR Installation
CR Figure 401 (Sheet 1)

R EFFECTIVITY: ALL
R
002B



M1-0000-25-2941

R Galley Lift Door Interlock Switch Assembly - Removal and
R Installation
R Figure 401 (Sheet 2)

R EFFECTIVITY: ALL
R
002B

(1) Verify lift operates with lift enclosure door closed.

(2) Open lift enclosure door and verify lift will not
R operate in up or down direction.

R CABIN LIFT CONTROL PANEL - REMOVAL AND INSTALLATION

R 1. General

R The cabin lift control panel is located between the left and
R right lift enclosure doors (Ref. Fig. 401).

R 2. Removal/Installation

R A. Removal

R (1) Position one or both lifts to galley level.

R (2) On galley right circuit breaker panel, zone 131, open
R and tag circuit breakers LIFT LEFT (C2) and GALLEY LIFT
R ISLN PNL (L21).

R (3) On galley right circuit breaker panel, zone 131, open
R and tag circuit breaker LIFT RIGHT (G11).

R (4) Gain access to back of control panel.

R (5) Disconnect electrical connector from back of control
R panel.

R (6) Remove control panel attachment screws.

R (7) Remove control panel.

R B. Installation

R (1) Verify circuit breakers opened in Steps 2A(2) and 2A(3)
R are open and tagged.

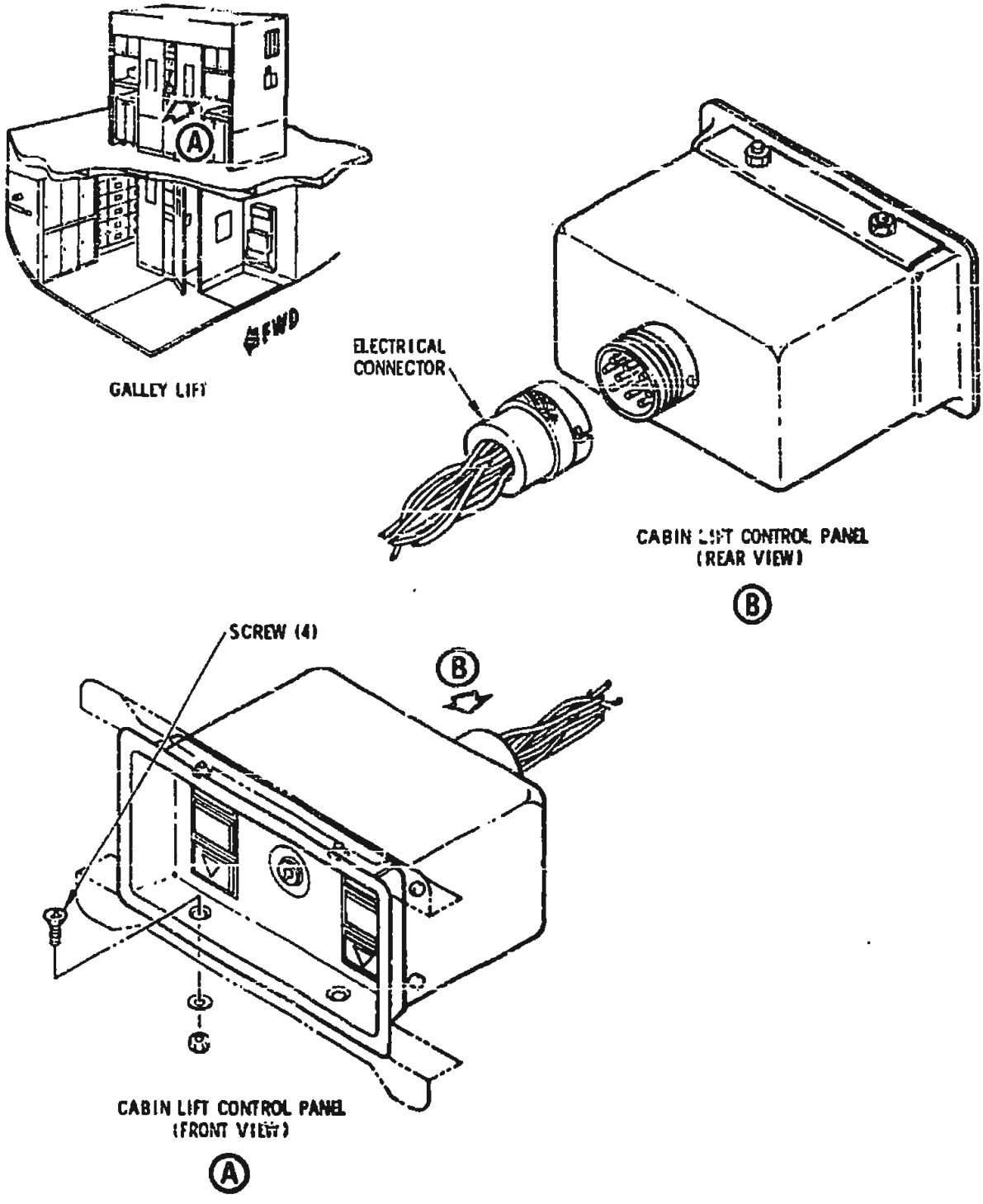
R (2) Position control panel on support.

R (3) Install control panel attachment screws.

R (4) Connect electrical connector.

R (5) Remove tag and close circuit breakers opened in Steps
R 2A(2) and 2A(3).

R (6) Operate lift with cabin control switches and verify
R proper lift operation.



MI-5500-25-1856

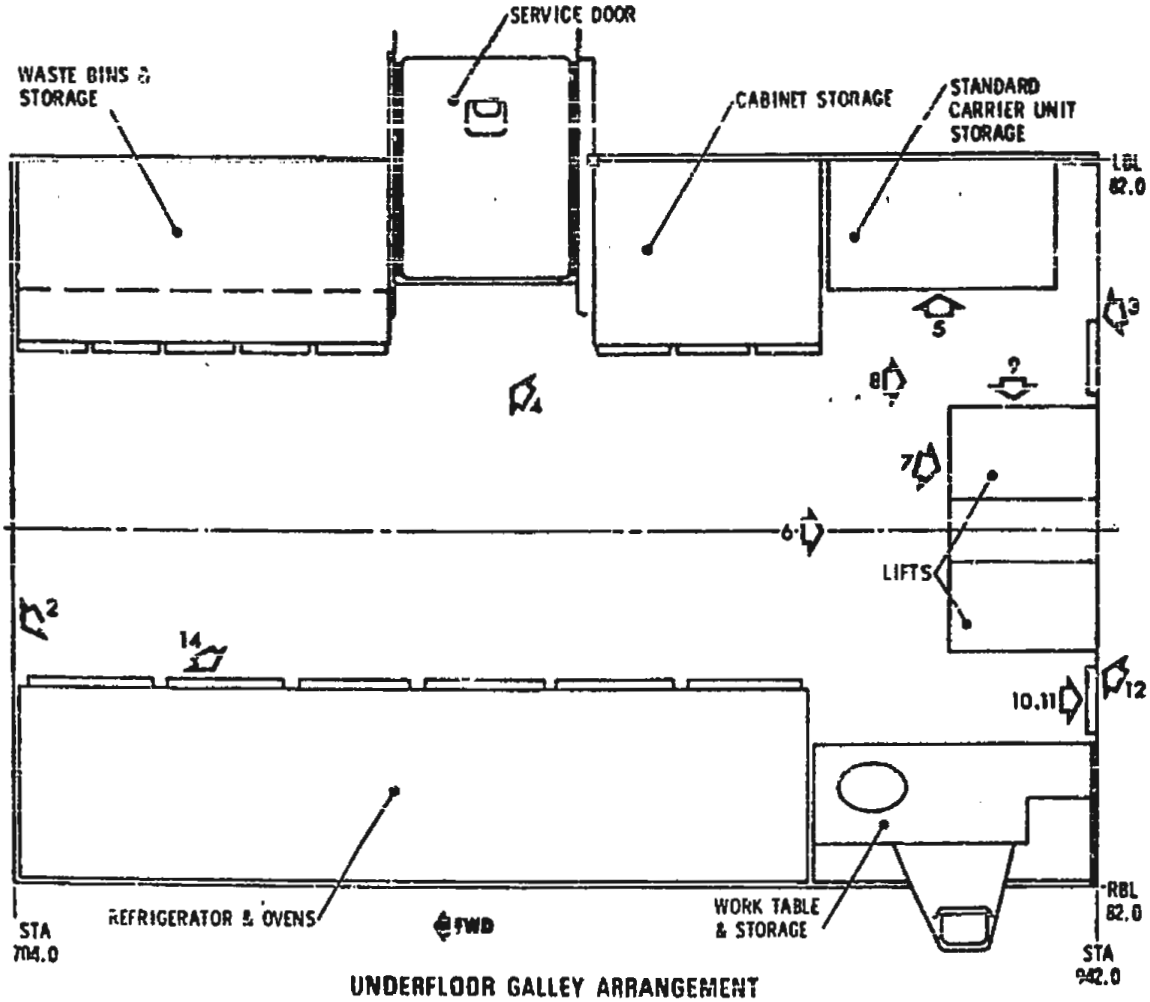
R Cabin Lift Control Panel - Removal and Installation
R Figure 401

R EFFECTIVITY: ALL
R
0028

GALLEY TRIM - DESCRIPTION AND OPERATION

1. General

All galley interior surfaces except oven modules, lights, and windows are covered with trim panels (Ref. Fig. 1). The panels provide for quick and easy cleaning by eliminating all crevices
R and recesses where dust and cooking grease could accumulate. The panels hide the aircraft structural members and enhance the appearance of the area. The galley window reveals provide a smooth transition from the glass surface to the surrounding area. A window tunnel extends approximately 3 feet from the inner window to the outer window. Galley insulation is installed between structural rings of the fuselage. The method of installation and the materials are identical to the passenger compartment insulation (Ref. 25-26-00).



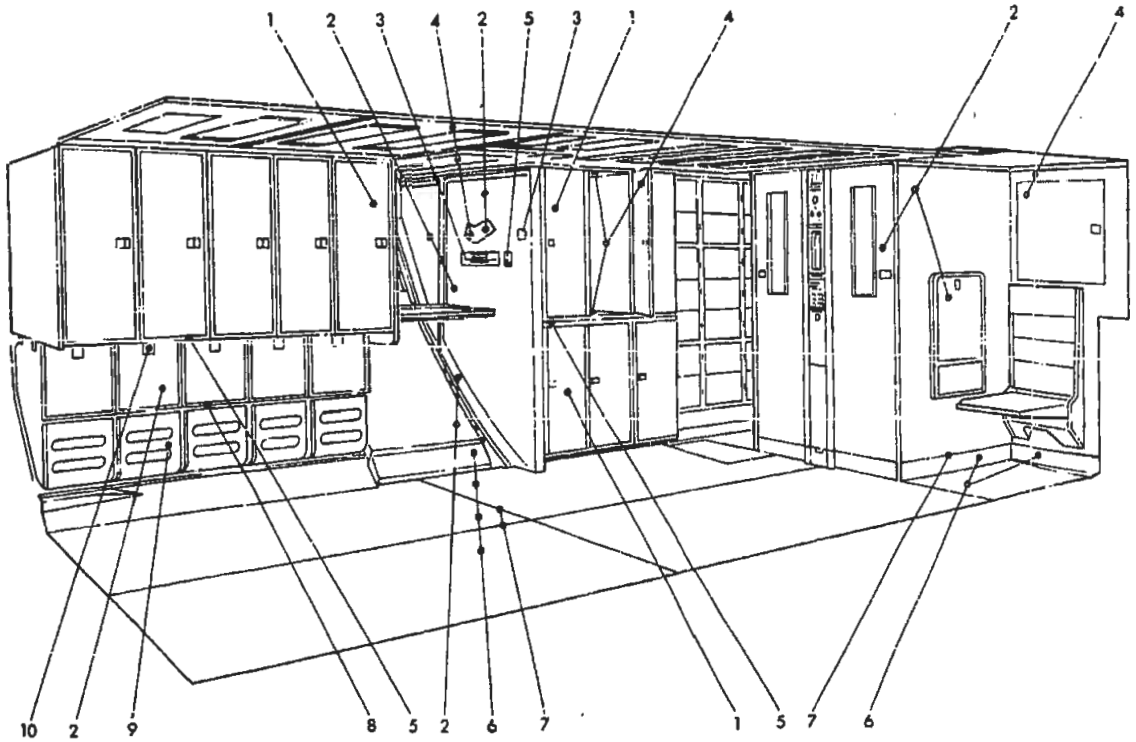
UNDERFLOOR GALLEY ARRANGEMENT

NOTE

NUMERALS SHOWN INDICATE SHEET NUMBER AND DIRECTION OF VIEW

HH 8858
M1-5000-25-586

Galley Trim and Finish
Figure 1 (Sheet 1)

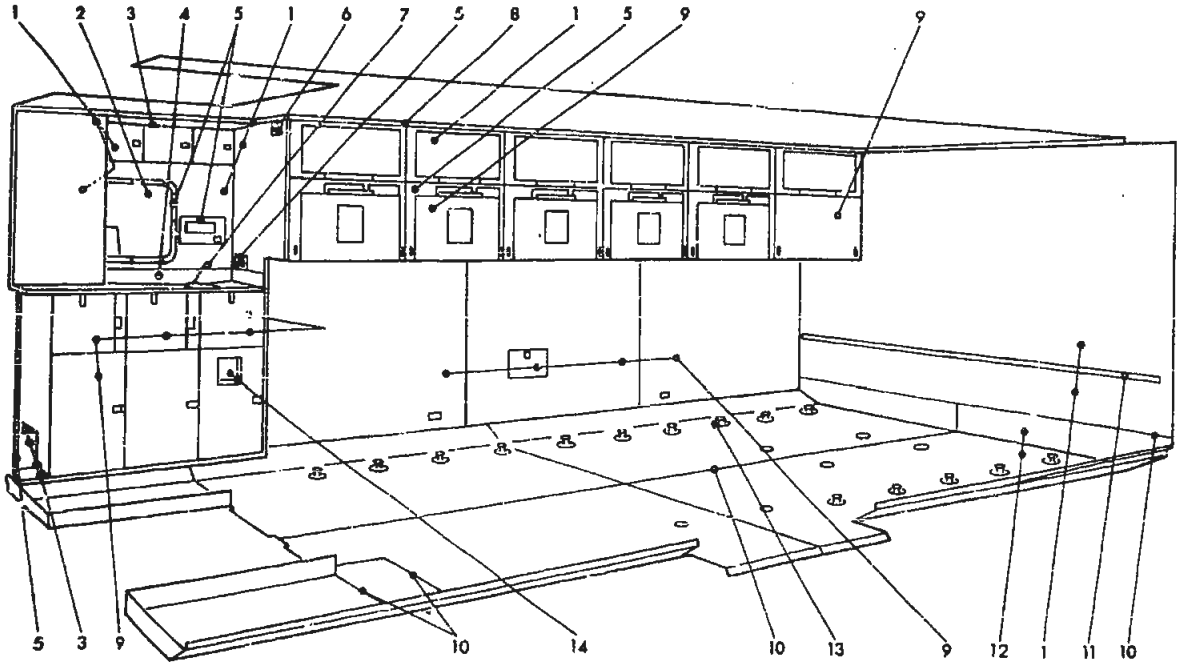


OUTBOARD RIGHT SIDE
VIEW LOOKING AFT

ITEM	LAC COLOR NO.	COLOR	DESCRIPTION	LAC SPEC	SUPPLIER
1	1159	LIGHT YELLOW-CIRRUS	DECORATIVE PLASTIC SHEET-PVF-VEILTEX FINISH	C-22-1271 TYPE II CLASS 1	
2	1240	BLUE GREEN-CIRRUS	DECORATIVE PLASTIC SHEET-PVF-VEILTEX FINISH	C-22-1271 TYPE II CLASS 1	
3	1147B	WARM WHITE	PLASTIC-MOLDED POLYCARBONATE	C-22-1220 TYPE I CLASS 1	
4	1158A	WHITE	PAINT-POLYURETHANE	C-37-1103 TYPE III	
5	1253	ALUMINUM-SOFT SATIN	DECORATIVE METAL FINISH	LCP77-1221 TYPE II CLASS 2 GRADE 2	
6	1161	SEASCAPE BLUE	RIGID PLASTIC LAMINATE-SUEDE FINISH	C-25-1260	POLYPLASTEX UNITED INC.
7	1189B	BLUE	PLASTIC-EXTRUDED-NYLON	C-22-1221 TYPE I CLASS 2	
8	1167B	BLUE GREEN	PLASTIC-EXTRUDED-NYLON	C-22-1221 TYPE I CLASS 2	
9	1167B	BLUE GREEN	PLASTIC-MOLDED POLYESTER	C-22-1200	
10	1252	SOFT SATIN ALUMINUM	DECORATIVE METAL FINISH	LCP77-1221 TYPE II CLASS 2 GRADE 2	

G 1098
M1-5000-25-587

Galley Trim and Finish
Figure 1 (Sheet 2)



OUTBOARD LEFT SIDE
VIEW LOOKING FORWARD

ITEM	LAC COLOR NO.	COLOR	DESCRIPTION	LAC SPEC	SUPPLIER
1	1159	LIGHT YELLOW-CIRRUS	DECORATIVE PLASTIC SHEET-PVF-VEILTEX FINISH	C-22-1271 TYPE II CLASS 1	
2		DARK GRAY	PAINT-POLYURETHANE	C-37-1103 TYPE V	
3	1158A	WHITE	PAINT-POLYURETHANE	C-37-1103 TYPE III	
4	1250	NICKEL-BRUSHED SATIN	DECORATIVE METAL FINISH	LCP77-1221 TYPE IV CLASS 1	
5	1253	ALUMINUM-SOFT SATIN	DECORATIVE METAL FINISH	LCP77-1221 TYPE II CLASS 2 GRADE 3	
6	1266	SATIN BRONZE	LENS FACE		
7	466	STAINLESS STEEL-SOFT SATIN	DECORATIVE METAL FINISH	LCP77-1221 TYPE I CLASS 2	
8	1158A	WHITE	PLASTIC EXTRUDED VINYL	AMS 3630	
9	1160	BLUE GREEN-CIRRUS	DECORATIVE PLASTIC SHEET-PVF-VEILTEX FINISH	C-22-1271 TYPE II CLASS 1	
10	1189B	BLUE	PLASTIC-EXTRUDED-NYLON	C-22-1221 TYPE I CLASS 2	
11	1102B	GRAY BEIGE	RESILIENT PLASTIC-MOLDED URETHANE FOAM	C-22-1293	
12	1161	SLASCAPE BLUE	RIGID PLASTIC LAMINATE-SUEDE FINISH	C-25-1260	POLYPLASTEX UNITED INC.
13		ALUMINUM	HARD ANODIZE	LCP77-1063 TYPE II CLASS 2	
14	1147B	WARM WHITE	PLASTIC-MOLDED POLYCARBONATE	C-22-1220 TYPE I CLASS 1	

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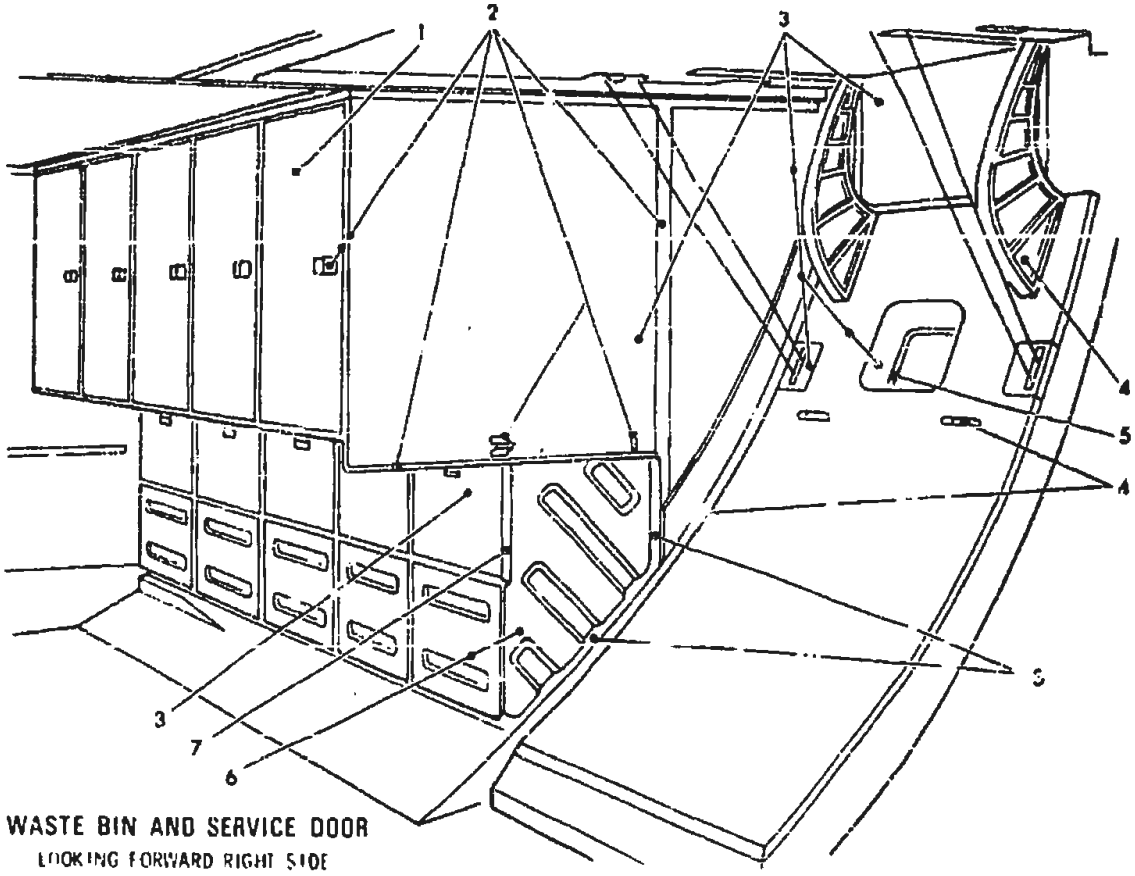
M1-5000-25-588

R

Galley Trim and Finish
Figure 1 (Sheet 3)

EFFECTIVITY: ALL

050B



WASTE BIN AND SERVICE DOOR
LOOKING FORWARD RIGHT SIDE

ITEM	LAC COLOR NO	COLOR	DESCRIPTION	LAC SPEC	SUPPLIER
1	1159	LIGHT YELLOW - CIRRUS	DECORATIVE PLASTIC SHEET-PVF-VEILTEX	C-22-1271 TYPE II CLASS 1	
2	1253	ALUMINUM - SOFT SATIN	DECORATIVE METAL FINISH	LCP77-1221 TYPE II CLASS 2 GRADE 3	
3	1160	BLUE GREEN CIRRUS	DECORATIVE PLASTIC SHEET-PVF-VEILTEX FINISH	C-22-1271 TYPE II CLASS 1	
4	1158A	WHITE	PAINT-POLYURETHANE	C-37-1103 TYPE III	
5	1102B	GRAY BEIGE	RESILIENT PLASTIC-MOLDED-URETHANE FOAM	C-22-1293	
6	1167B	BLUE GREEN	PLASTIC-MOLDED POLYESTER	C-22-1200	
7	1167B	BLUE GREEN	PLASTIC-EXTRUDED-NYLON	C-22-1221 TYPE I CLASS 2	

HH 8859
M1-5000-25-589

R
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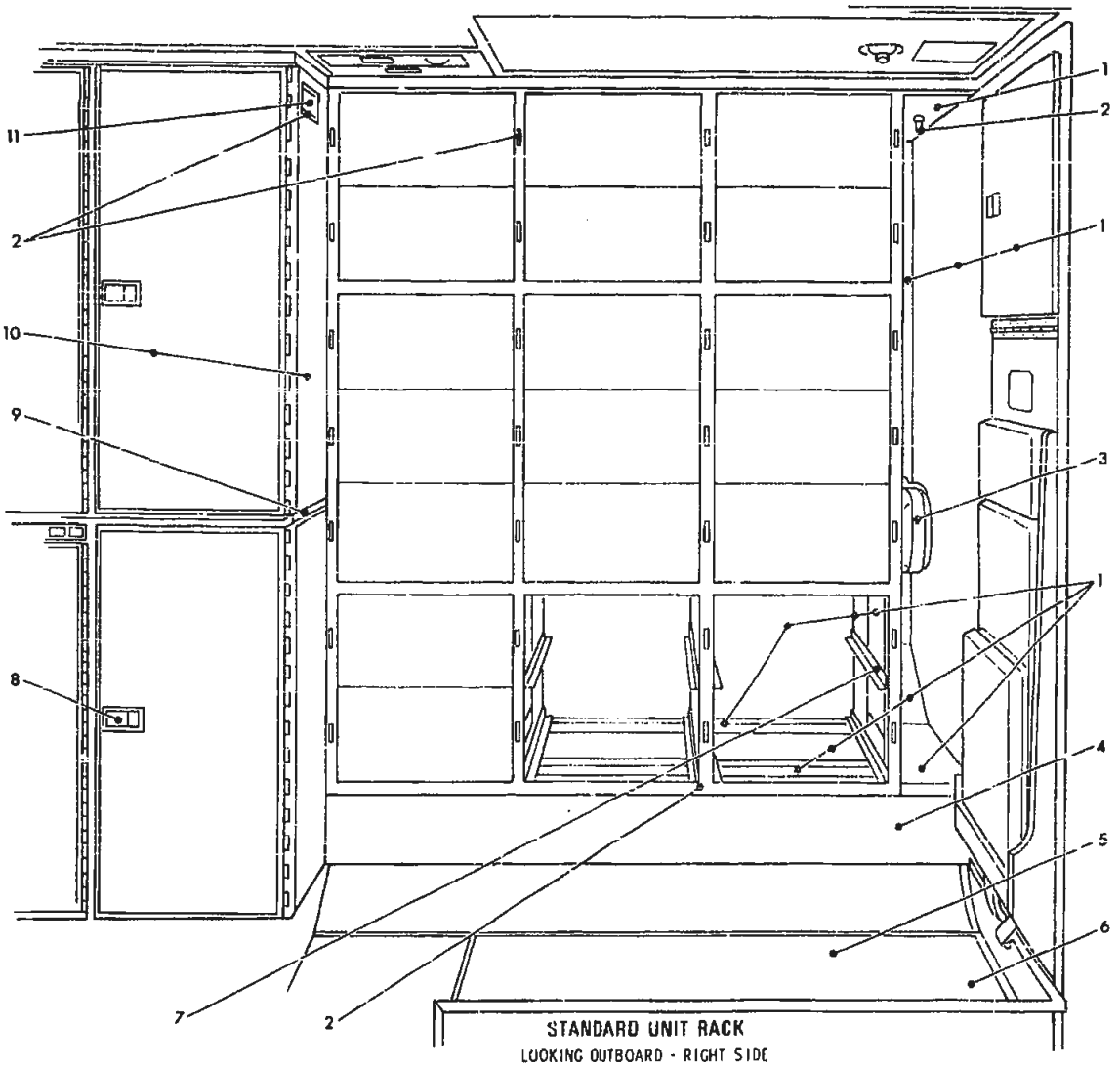
Galley Trim and Finish
Figure 1 (Sheet 4)

EFFECTIVITY: ALL

001B

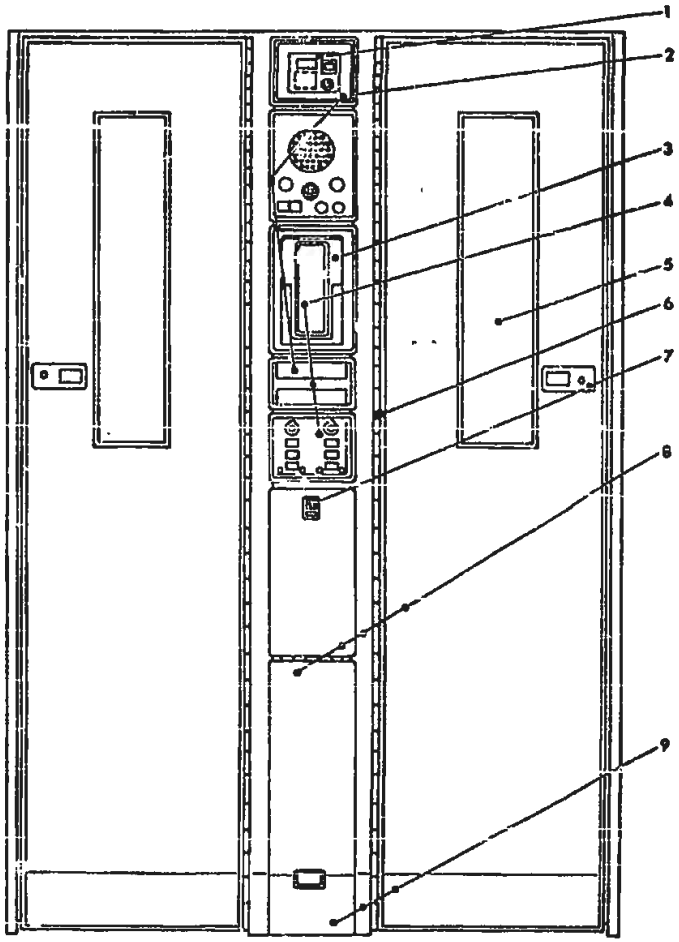


STANDARD UNIT RACK
LOOKING OUTBOARD - RIGHT SIDE

ITEM	LAC COLOR NO.	COLOR	DESCRIPTION	LAC SPEC	SUPPLIER
1	1158A	WHITE	PAINT-POLYURETHANE	C-37-1103 TYPE III	
2	1253	ALUMINUM-SOFT SATIN	DECORATIVE METAL FINISH	LCP77-1221 TYPE II CLASS 2, GRADE 3	
3	1158	WHITE	WEBBING		
4	1160	BLUE GREEN-CIRRUS	DECORATIVE PLASTIC SHEET-PVF-VEILTEX FINISH	C-22-1271 TYPE II CLASS 1	
5	1161	SEASCAPE BLUE	RIGID PLASTIC LAMINATE-SUEDE FINISH	C-25-1260	POLYPLASTEX UNITED INC.
6	1189B	BLUE	PLASTIC-EXTRUDED NYLON	C-22-1221 TYPE I CLASS 2	
7		ALUMINUM	HARD ANODIZE	LCP77-1003 TYPE II CLASS 2	
8	1252	SOFT SATIN ALUMINUM	DECORATIVE METAL FINISH	LCP77-1221 TYPE II CLASS 2, GRADE 2	
9	1102B	GRAY BEIGE	RESILIENT PLASTIC-MOLDED URETHANE FOAM	C-22-1293	
10	1159	LIGHT YELLOW-CIRRUS	DECORATIVE PLASTIC SHEET-PVF-VEILTEX FINISH	C-22-1271 TYPE II CLASS 1	
11	1266	SATIN BRONZE	LENS FACE		

G1100
M1-5000-25-590

Galley Trim and Finish
Figure 1 (Sheet 5)



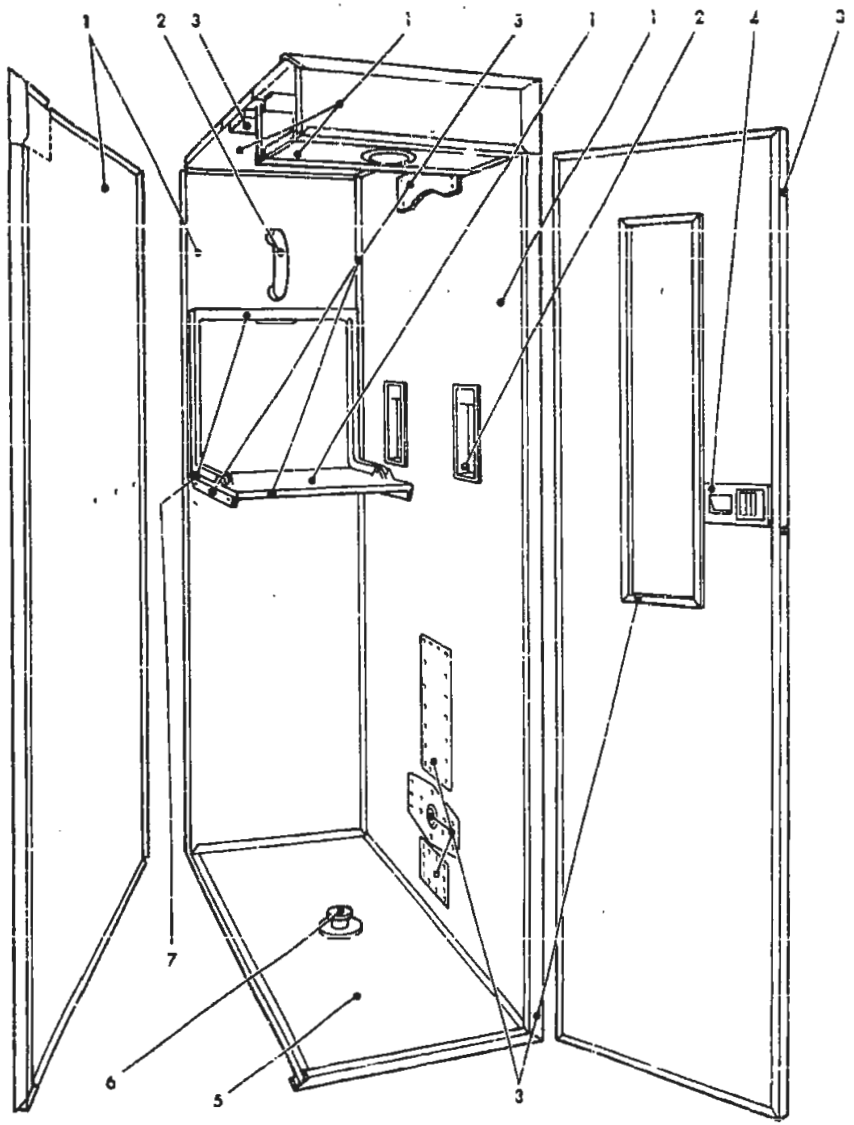
GALLEY LIFT DOORS AND
COMMUNICATION/CONTROL PANEL

ITEM	LAC COLOR NO.	COLOR	DESCRIPTION	LAC SPEC	SUPPLIER
1	1095B	GOLD BEIGE	BAKED ENAMEL	NONE	
2	1147B	WARM WHITE	PLASTIC-SHEET POLYCARBONATE	C-22-1115 TYPE IV	
3	1147B	WARM WHITE	PLASTIC-MOLDED-NYLON	C-22-1221 TYPE I CLASS 1	
4	1147B	WARM WHITE	PLASTIC-MOLDED POLYCARBONATE	C-22-1220 TYPE I CLASS 1	
5	1107	AMBER	TRANSLUCENT PLASTIC	C-22-1308 TYPE I	
6	1253	ALUMINUM-SOFT SATIN	DECORATIVE METAL FINISH	LCP77-1221 TYPE II CLASS 2, GRADE 3	
7	1252	SOFY SATIN ALUMINUM	DECORATIVE METAL FINISH	LCP77-1221 TYPE II CLASS 2, GRADE 2	
8	1160	BLUE GREEN-CIRRUS	DECORATIVE PLASTIC SHEET-PVF-VEILTEX FINISH	C-22-1271 TYPE II CLASS 1	
9	1161	SEASCAPE BLUE	RIGID PLASTIC LAMINATE-SUEDE FINISH	C-25-1260	POLYPLASTEX UNITED INC.

G1103
M1-5000-25-591

Galley Trim and Finish
Figure 1 (Sheet 6)

R
R
0508 EFFECTIVITY: ALL



GALLEY LIFT

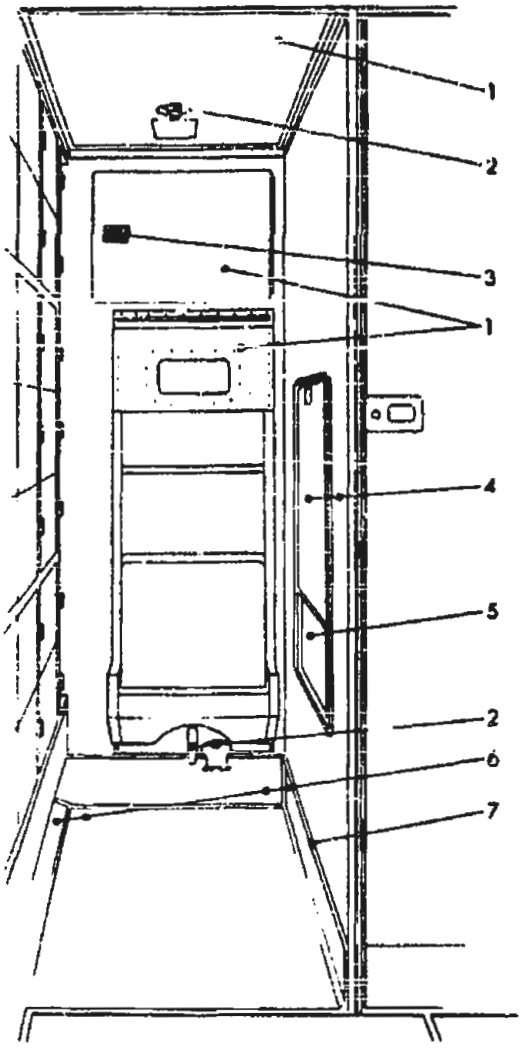
ITEM	LAC COLOR NO.	COLOR	DESCRIPTION	LAC SPEC	SUPPLIER
1	1127	MOON MIST	DECORATIVE PLASTIC SHEET-PVF-VEILTEX FINISH	C-22-1271 TYPE II CLASS 1	POLYPLASTEX UNITED INC.
2	1147B	WARM WHITE	PLASTIC-MOLDED POLYCARBONATE	C-22-1220 TYPE I CLASS 1	
3	1253	ALUMINUM-SOFT SATIN	DECORATIVE METAL FINISH	LCP77-1221 TYPE II CLASS 2 GRADE 3	
4	1252	SOFT SATIN ALUMINUM	DECORATIVE METAL FINISH	LCP77-1221 TYPE II CLASS 2 GRADE 2	
5	1161	SEASCAPE BLUE	RIGID PLASTIC LAMINATE-SUEDE FINISH	C-25-1260	POLYPLASTEX UNITED INC.
6		ALUMINUM	HARD ANODIZE	LCP77-1063 TYPE II CLASS 2	
7	1127B	MOON MIST	PAINT-BAKED TEXTURED VINYL	C-37-1309 TYPE I	

G1104
MI-5000-25-592

Galley Trim and Finish
Figure 1 (Sheet 7)

EFFECTIVITY: ALL

050



ATTENDANT SEAT RECESS

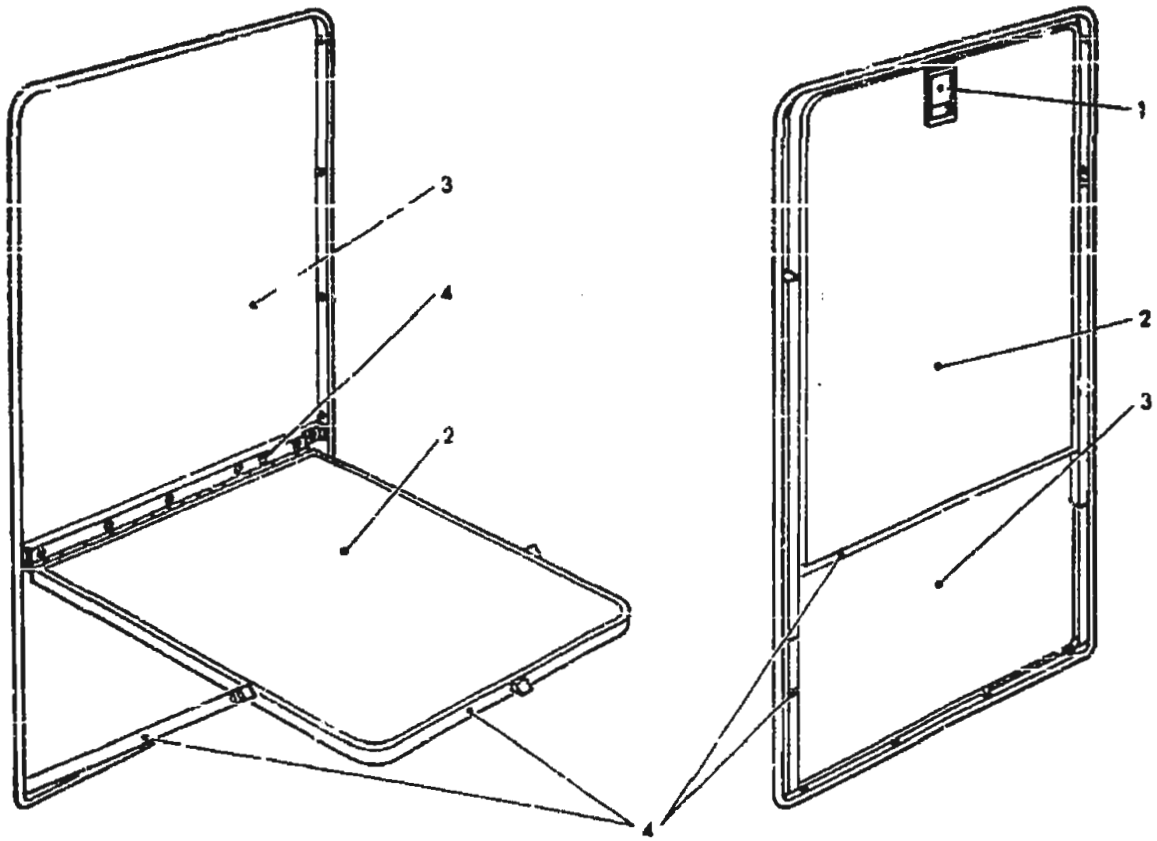
LOOKING AFT - RIGHT SIDE

ITEM	LAC COLOR NO.	COLOR	DESCRIPTION	LAC SPEC	SUPPLIER
1	1158A	WHITE	PAINT-POLYURETHANE	C-37-1103 TYPE III	
2	1253	ALUMINUM-SOFT SATIN	DECORATIVE METAL FINISH	LCP77-1221 TYPE II CLASS 2 GRADE 3	
3	1252	SOFT SATIN ALUMINUM	DECORATIVE METAL FINISH	LCP77-1221 TYPE II CLASS 2 GRADE 2	
4	1160	BLUE GREEN-CIRRUS	DECORATIVE PLASTIC SHEET-PVF-VEILTEX FINISH	C-22-1271 TYPE II CLASS 1	
5	1167B	BLUE GREEN	PAINT-POLYURETHANE	C-37-1105 TYPE IV	
6	1161	SEASCAPE BLUE	RIGID PLASTIC LAMINATE-SUEDE FINISH	C-25-1260	POLYPLASTLX UNITED INC.
7	1189B	BLUE	PLASTIC-EXTRUDED-NYLON	C-22-1221 TYPE I CLASS 2	

MM 8953
MI-5000-25-593

R Galley Trim and Finish
R Figure 1 (Sheet 8)

R EFFECTIVITY: ALL
R
001B



ATTENDANT FOLD-DOWN TABLE

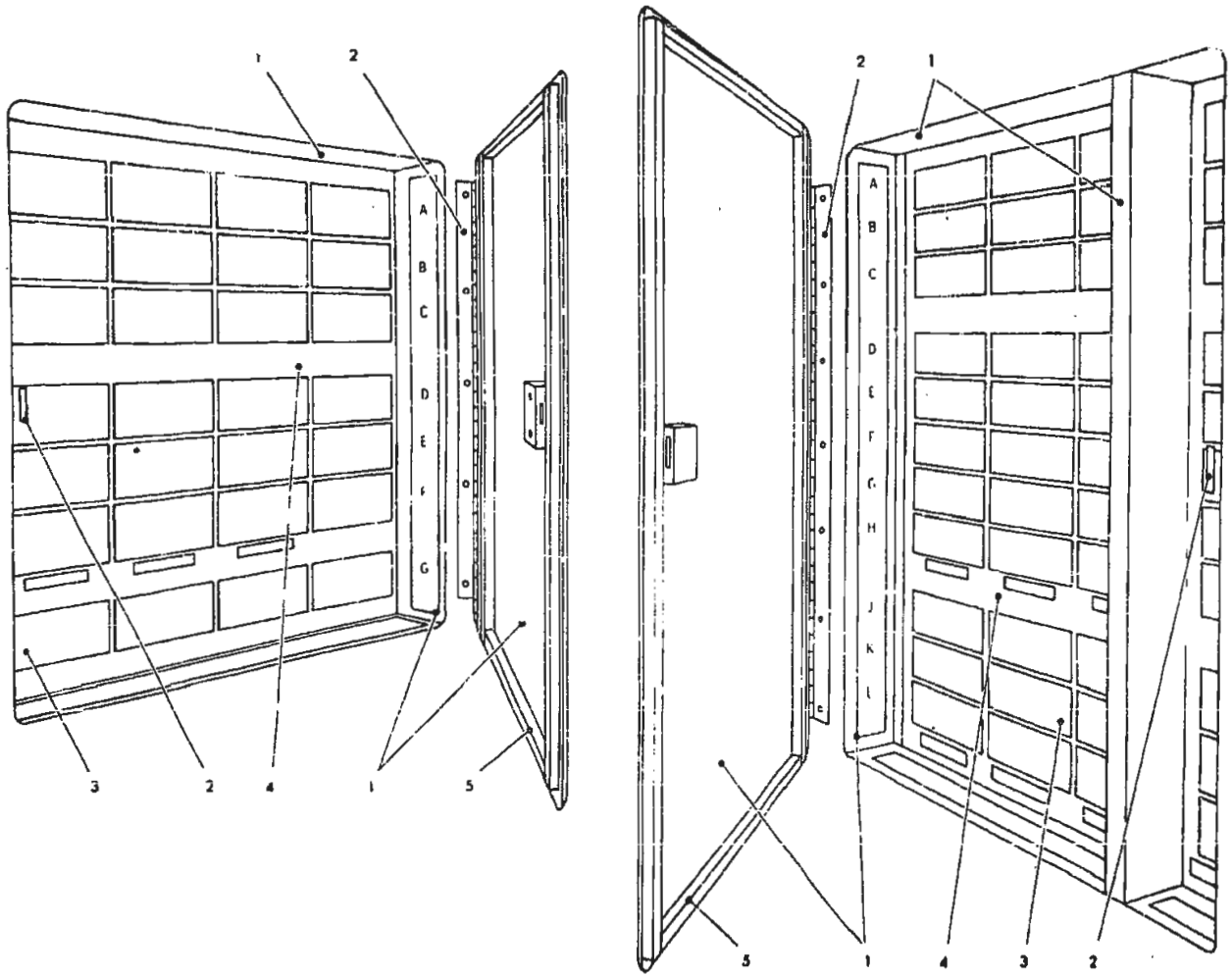
ITEM	LAC COLOR NO.	COLOR	DESCRIPTION	LAC SPEC
1	1252	SOFT SATIN ALUMINUM	DECORATIVE METAL FINISH	LCP77-1221 TYPE II CLASS 2, GRADE 2
2	1100	BLUE GREEN-CIRRUS	DECORATIVE PLASTIC SHEET-PVF-VEILTEX FINISH	C-22-1271 TYPE II CLASS 1
3	11678	BLUE GREEN	PAINT-POLYURETHANE	C-37-1103 TYPE IV
4	1253	ALUMINUM-SOFT SATIN	DECORATIVE METAL FINISH	LCP77-1221 TYPE II CLASS 2, GRADE 3

HH 8856
MI-5000-25-594

R
R

Galley Trim and Finish
Figure 1 (Sheet 9)

R EFFECTIVITY: ALL
R
001B



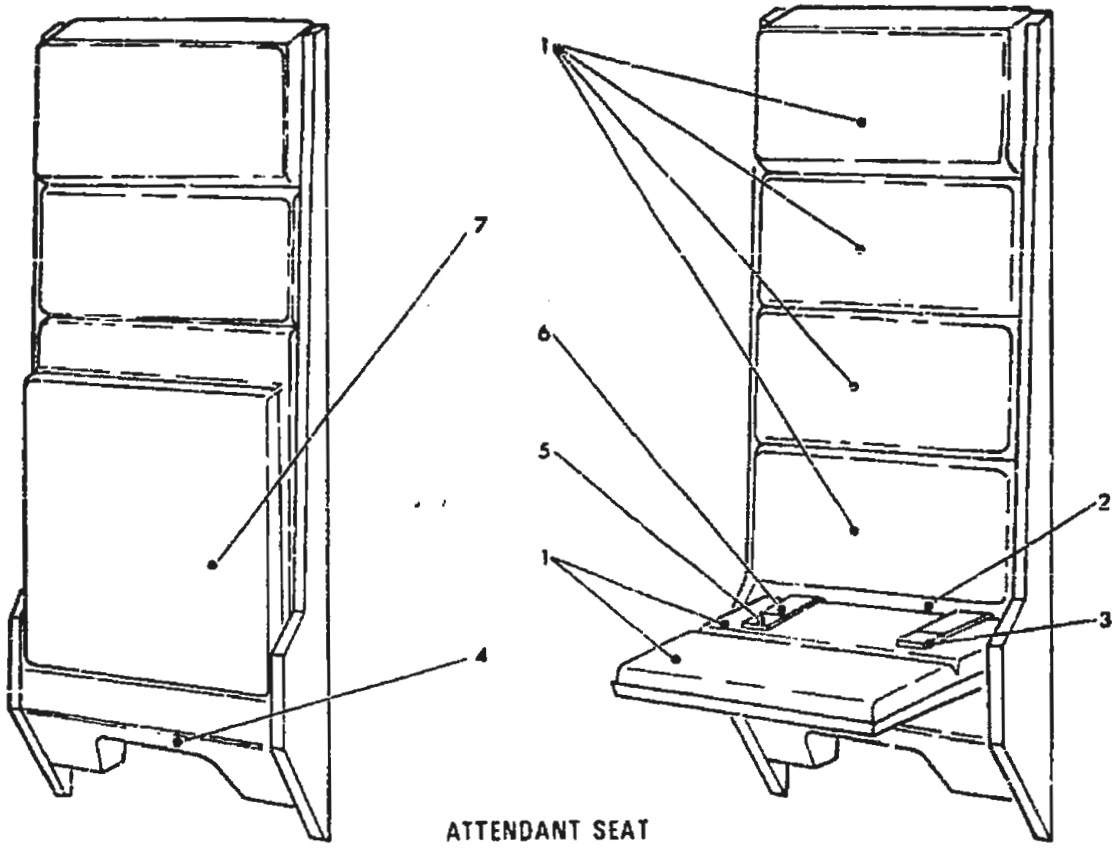
ITEM	LAC COLOR NO	COLOR	DESCRIPTION	LAC SPEC
1	1158A	WHITE	PAINT-POLYURETHANE	C-37-1103 TYPE III
2	1253	ALUMINUM-SOFT SATIN	DECORATIVE METAL FINISH	LCP77-1221 TYPE II CLASS 2 GRADE 3
3		BLACK	METAL-ANODIZED	
4	747C	BLACK (LUSTERLESS)	PAINT-POLYURETHANE	C-37-1103 TYPE V
5	1102B	GRAY BEIGE	RESILIENT PLASTIC-MOLDED-URETHANE FOAM	C-22-1293

CIRCUIT BREAKER PANELS
LOOKING AFT LEFT AND RIGHT SIDES

G1105
AM-5060-25-595

Galley Trim and Finish
Figure 1 (Sheet 10)

R EFFECTIVITY: ALL
R
001B



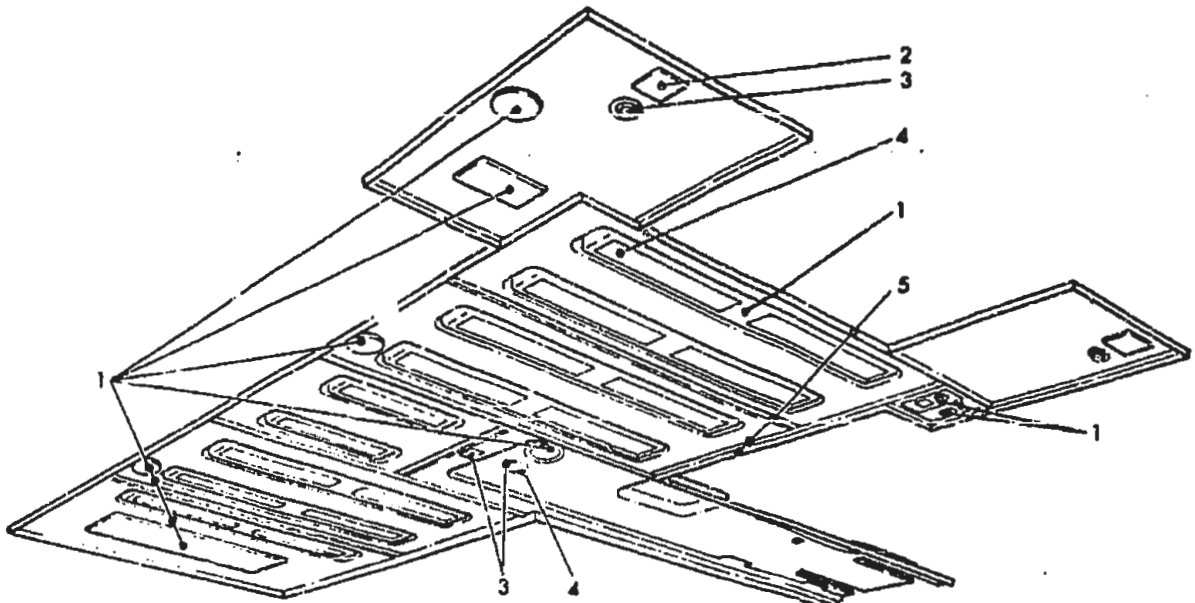
ATTENDANT SEAT
LEFT AND RIGHT SIDE

ITEM	LAC COLOR NO.	COLOR	DESCRIPTION	LAC SPEC	SUPPLIER
1	1164	TEAL BLUE	VINYL COATED FABRIC	C-25-1305 TYPE II	INMONT CORP.
2	1167B	BLUE GREEN	PAINT-POLYURETHANE	C-37-1103 TYPE IV	
3	1253	ALUMINUM-SOFT SATIN	DECORATIVE METAL FINISH	LCP77-1221 TYPE II CLASS 2, GRADE 3	
4	1167	BLUE GREEN	DECORATIVE THERMO-PLASTIC SHEET SUEDE FINISH	C-22-1098 TYPE V	POLYPLASTEX UNITED INC.
5	464	SATIN CHROME	DECORATIVE METAL FINISH	LCP77-1221 TYPE III	
6	1127	MOON MIST	WEBBING		
7	1160	BLUE GREEN-CIRRUS	DECORATIVE PLASTIC SHEET-PVF-VEILTEX FINISH	C-22-1271 TYPE II CLASS 1	

HH 8855
MJ-5000-25-596

R Galley Trim and Finish
R Figure 1 (Sheet 11)

R EFFECTIVITY: ALL
R
001B



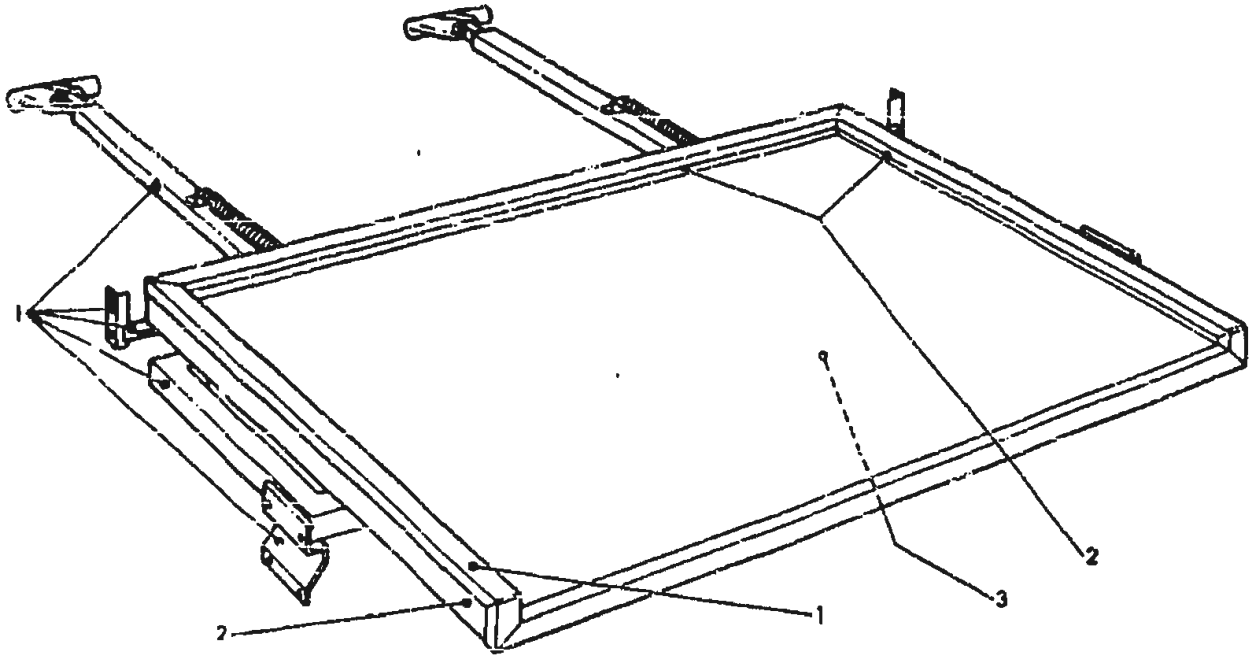
CEILING DETAIL
LOOKING FORWARD

ITEM	LAC COLOR NO.	COLOR	DESCRIPTION	LAC SPEC
1	1158A	WHITE	PAINT-POLYURETHANE	C-37-1103 TYPE III
2	1158A	WHITE	DECORATIVE PLASTIC SHEET-PVF	C-22-1271 TYPE I CLASS 1
3	1253	ALUMINUM-SOFT SATIN	DECORATIVE METAL FINISH	LCP77-1221 TYPE II CLASS 2, GRADE 3
4		TRANSLUCENT WHITE	PLASTIC-MOLDED	
5	1158A	WHITE	PLASTIC EXTRUDED VINYL	AMS 3630

HH 8854
M1-5000-25-597

R Galley Trim and Finish
R Figure 1 (Sheet 12)

R EFFECTIVITY: ALL
R
001B



WORK TABLE AND EMERGENCY EGRESS STEP

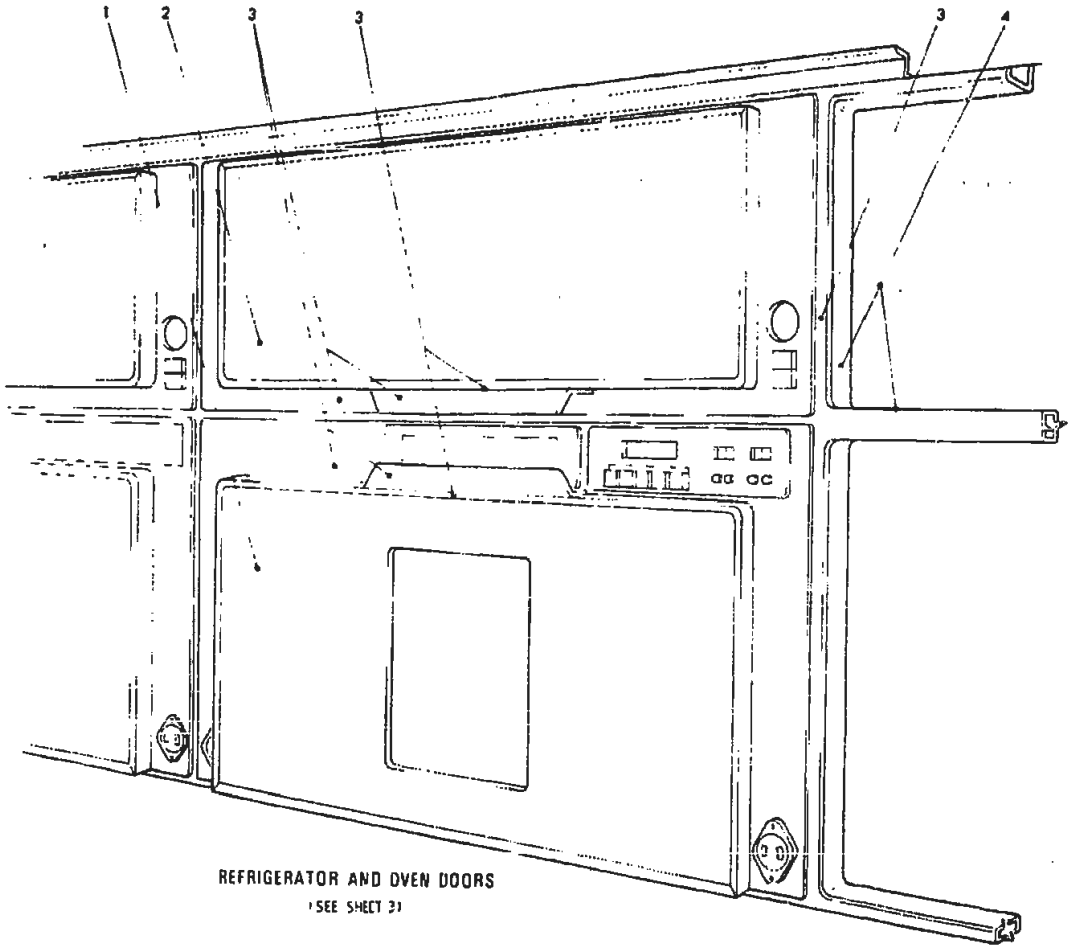
LOCATED ON GALLEY SERVICE DOOR (SEE SHEET 2)

ITEM	LAC COLOR NO.	COLOR	DESCRIPTION	LAC SPEC
1	1753	ALUMINUM-SOFT SATIN	DECORATIVE METAL FINISH	LCP77-1221 TYPE II CLASS 2, GRADE 3
2	1326	BRISTOL BLUE	DECORATIVE LAMINATED SHEET-MELAMINE/PHENOLIC	NONE
3	11678	BLUE GREEN	PAINT-POLYURETHANE	C-37-1103 TYPE IV

IIH 6857
MI-5000-25-598

R
R

Galley Trim and Finish
Figure 1 (Sheet 13)



REFRIGERATOR AND OVEN DOORS
(SEE SHEET 2)

ITEM NO	LAC COLOR NO	COLOR	DESCRIPTION	LAC SPEC
1	1160	BLUE GREEN-CIRRUS	DECORATIVE PLASTIC SHEET-PVF-VEILTEX	C-22-1271 TYPE II CLASS 1
2	1159	LIGHT VECTIC CIRRUS	DECORATIVE PLASTIC SHEET-PVF-VEILTEX FINISH	C-22-1271 TYPE II CLASS 1
3	1253	ALUMINUM-SOFT SATIN	DECORATIVE METAL FINISH	LCP77-1221 TYPE II CLASS 2 GRADE 3
4	1158A	WHITE	PAINT-POLYURETHANE	C-37-1103 TYPE III

G119
*11-5000-25 SW

Galley Trim and Finish
Figure 1 (Sheet 14)

BUFFET - DESCRIPTION AND OPERATION

1. General

R The buffet facilities are used for stowing and serving food and refreshments.

The buffet sections (Ref. 25-00-00, Fig. 1) are:

Forward Beverage Bar

Forward service center

R Left Mid service center

R Right Mid service center

R Aft service center

Aft Beverage Bar

2. Forward Beverage Bar

A. Description

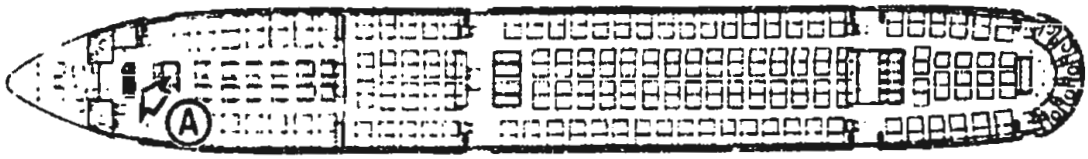
R The forward beverage bar is located in the passenger compartment, zone 220, forward of the forward service center and faces aft. The beverage bar facilities and equipment are shown in Figure 1. Stowage space is provided for one beverage service cart. The forward beverage bar contains two drinking fountains on forward left and right corners, two coffee makers, a sink with hot and ambient water spigot, stowage space for carriers, two waste compartments, and an electrical panel containing circuit breakers.

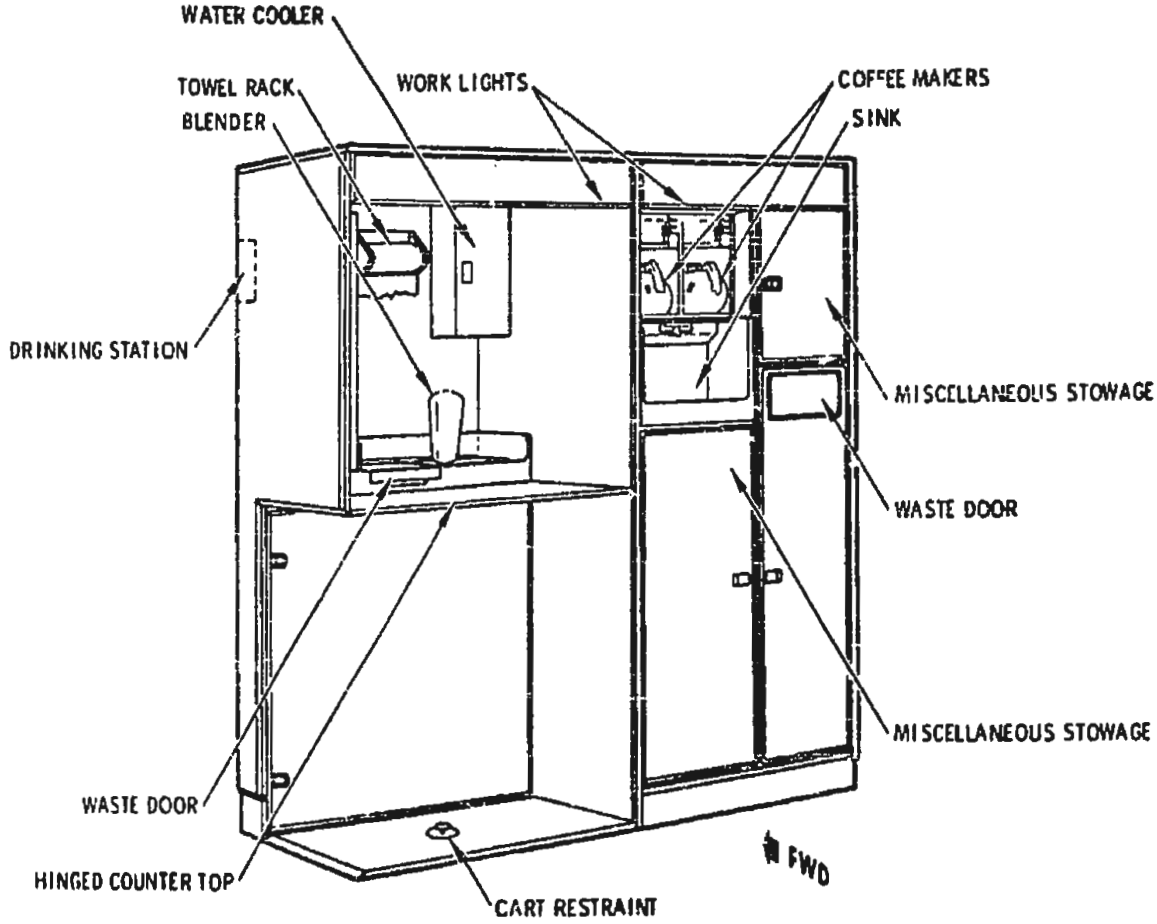
A screen covered exhaust vent and a baffle in the water cooler compartment direct the water cooler exhaust air into the adjacent compartment back of the coffee makers. The vent and baffle prevents recirculation of the water cooler exhaust air to allow the water cooler to operate more efficiently.

3. Forward Service Center

A. Description

R The forward service center is located in the passenger compartment, zone 220, aft of the beverage bar and facing





MI-0000-25-2560

R
R

Forward Beverage Bar
Figure 1

EFFECTIVITY: ALL

001B

R forward. The service center facilities and equipment are
R shown in Figure 2. Stowage space, parallel to the aircraft
R centerline, is provided for three food carts. Electrical
R outlets are provided for each cart. The outlets supply
R power for the food cart heater.

R The unit contains one specialty oven, and stowage space for
R miscellaneous carriers on each side of the oven. An
R electrical panel containing the circuit breakers is located
R under a trim panel on the upper face of the unit.
R Self-stowing doors enclose the compartments when not in use.
R A pull-out shelf below the oven provides work space for food
R tray preparation.

4. Mid Service Center

A. Description

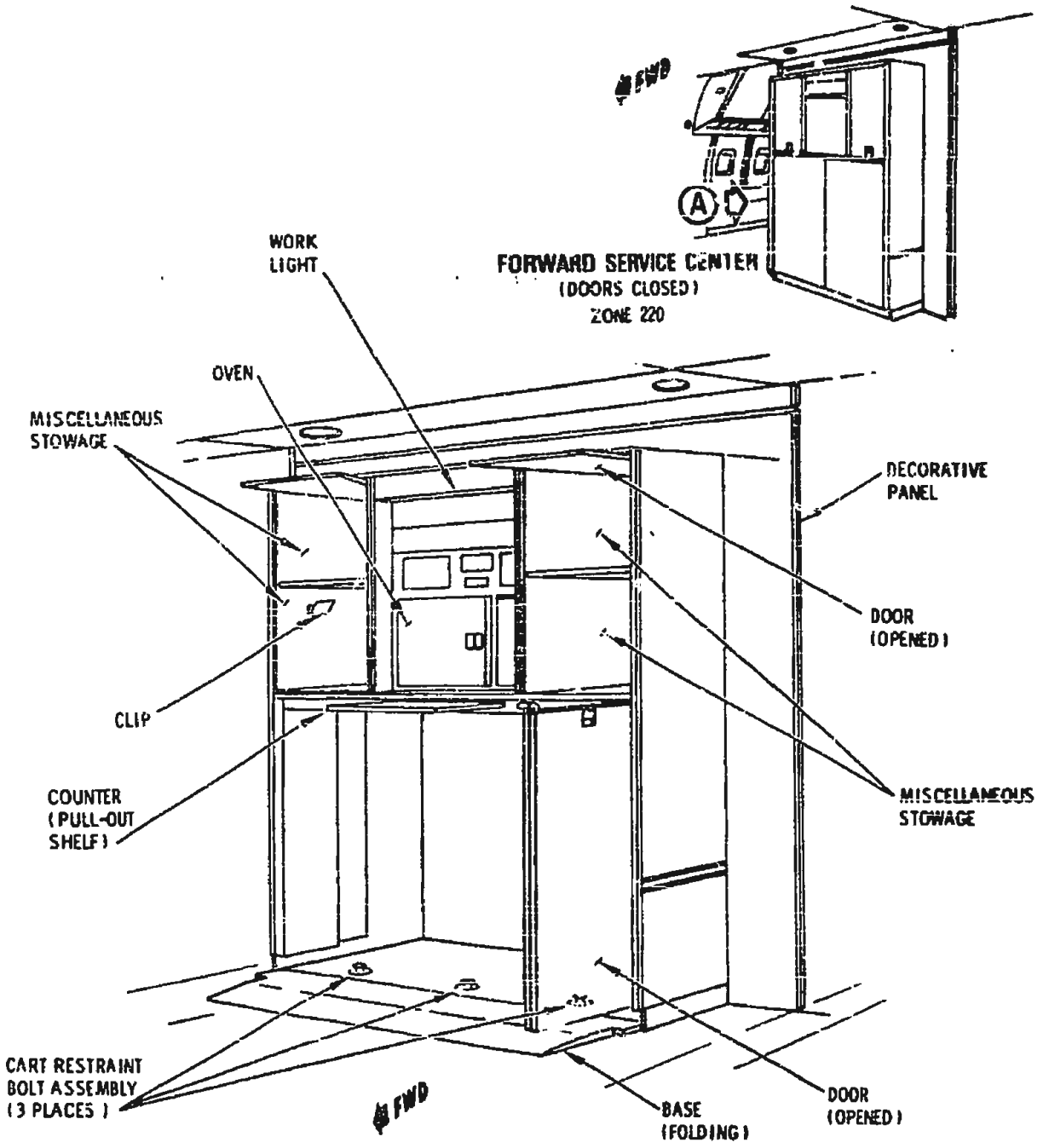
R The left and right mid service centers (Ref. Fig. 3), are
R located at the cross-aisle between L2 and R2 doors, zone
R 250. One unit is located on the outboard side of each
R galley lift. The service center facilities and equipment
R are shown in Figure 3. The units are identical except that
R the right unit includes a sink and water faucet assembly.
R Water is supplied from the potable water distribution system
R (Ref. 38-11-00, Fig. 1). Waste water is removed through the
R water drain system (Ref. 38-32-00, Fig. 1). A stowage space
R for one service cart is provided under the work counter of
R each unit. An electrical outlet is provided for each food
R cart. The outlets supply power for the food cart heaters.

R Lockclad type cables are installed between the mid service
R centers and the FS 943 bulkhead. Cables are rigged to
R 290-310 pounds (Ref. Fig. 4).

5. Aft Service Center

A. Description

R The aft service center is located in the aft end of the
R passenger compartment zone 270, facing forward. The service
R center facilities and equipment are shown in Figure 5.
R Stowage space is provided for five food service carts. An
R electrical outlet is provided for each food cart. The
CR outlets supply power for the food cart heater. Two coffee
C makers and coffee warmers are mounted in the service center.
C A work counter and stowage cabinets are provided in the
C service center.



NOTE
TWA M.O. 88310, DRAWING C-00005 IS INCORPORATED

Ⓐ
FORWARD SERVICE CENTER
(DOORS OPEN) (SERVING CARTS NOT SHOWN)

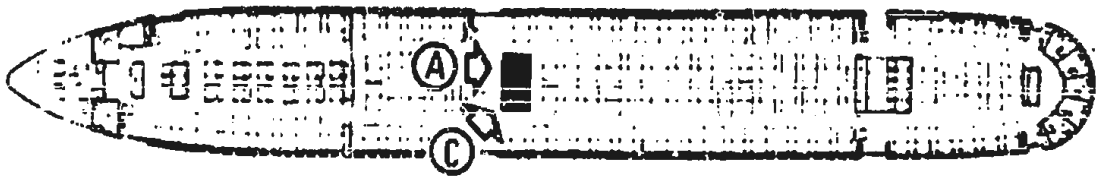
MI-0001-25-473

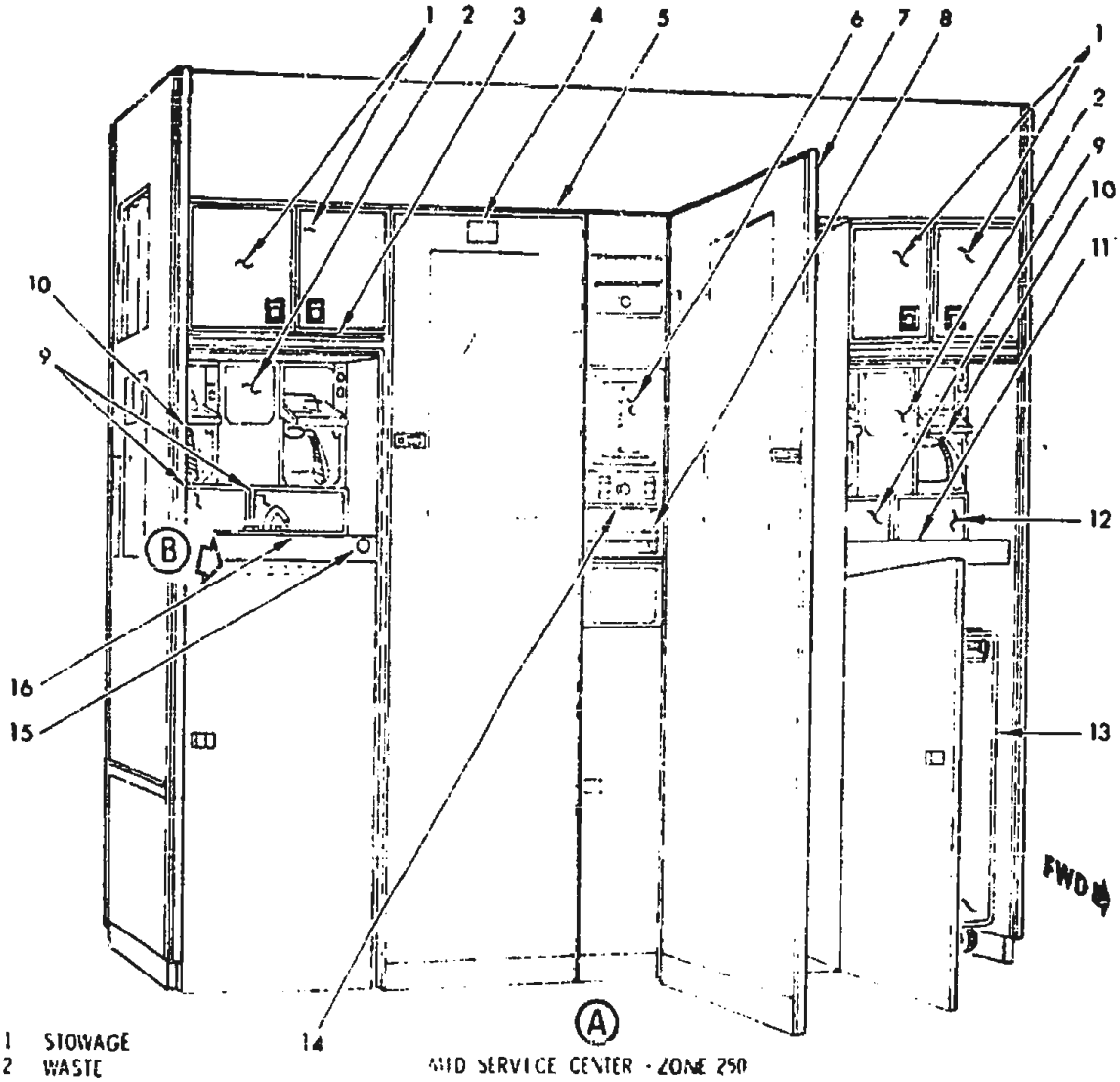
CR
CR

Forward Service Center
Figure 2

EFFECTIVITY: ALL

001B





1 STOWAGE
2 WASTE
3 DOOR (SHOWN OPEN)
4 CLIP
5 RIGHT LIFT ENCLOSURE (DOOR)
6 INTERPHONE PANEL
7 LEFT LIFT ENCLOSURE (DOOR)
8 ATTENDANT ASSIST HANDLE
9 MISCELLANEOUS STOWAGE
10 COFFEE MAKER (4 PLACES)
11 WORK COUNTER
12 LOCKABLE CASH DRAWER
13 FOOD BEVERAGE SERVING CART
14 LIFT CONTROLS
15 ELECTRICAL CONNECTOR (2 PLACES)
16 COUNTERTOP AND SINK

MID SERVICE CENTER - ZONE 250

LOCK DOORS PRIOR TO TAKE-OFF, TAXI, OR LANDING

(B)

INSIDE - 2 PLACES

NOTE

M.O. 89810, M.O. 89814, AND M.O. 96206 IS INCORPORATED

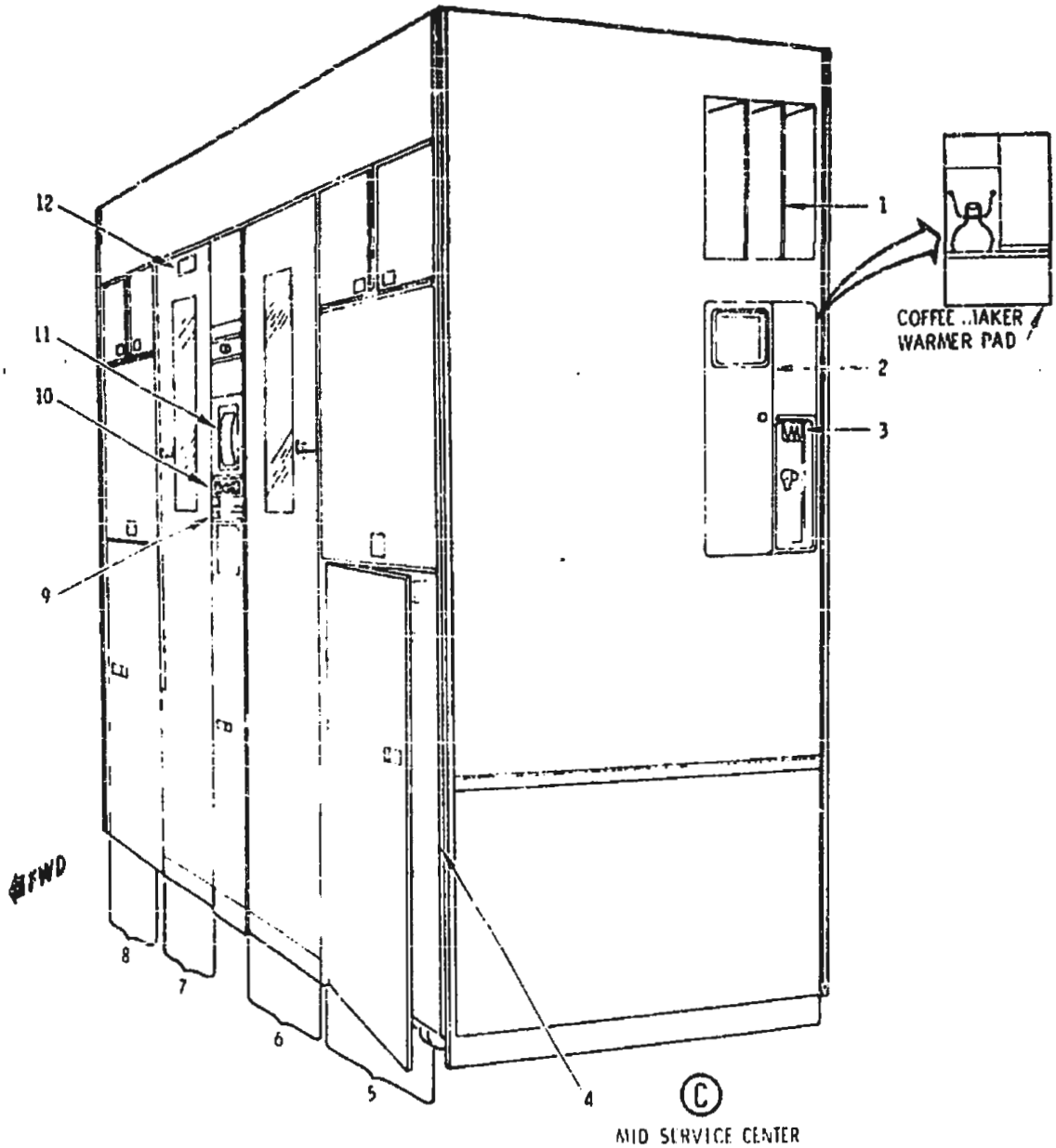
M1-0003-25-720

CR
CR

Mid Service Center
Figure 3 (Sheet 1)

EFFECTIVITY: ALL

001B



1 MAGAZINE STOWAGE
2 COFFEE MAKER
3 WARMER PAD
4 BEVERAGE CART/FIRST OR COACH CLASS FOOD CART
5 LEFT MID SERVICE CENTER
6 LEFT LIFT ENCLOSURE
7 RIGHT LIFT ENCLOSURE
8 RIGHT MID SERVICE CENTER
9 ATTENDANT ASSIST HANDLE
10 LIFT CONTROLS (PASSENGER COMPARTMENT)
11 INTERPHONE PANEL
12 CLIP

NOTE
M.O. 89810, M.O. 89814, AND M.O. 96206 IS INCORPORATED

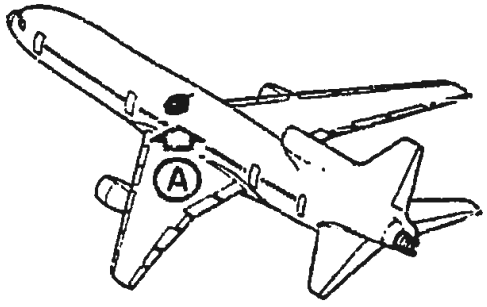
MI-0004-25-721

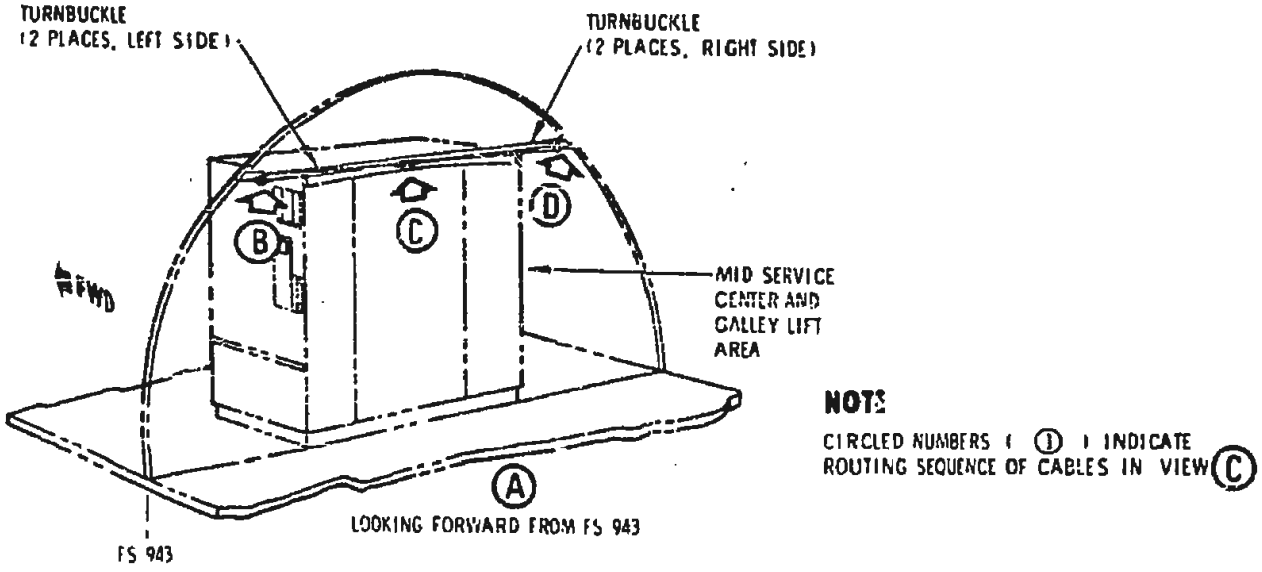
CR
CR

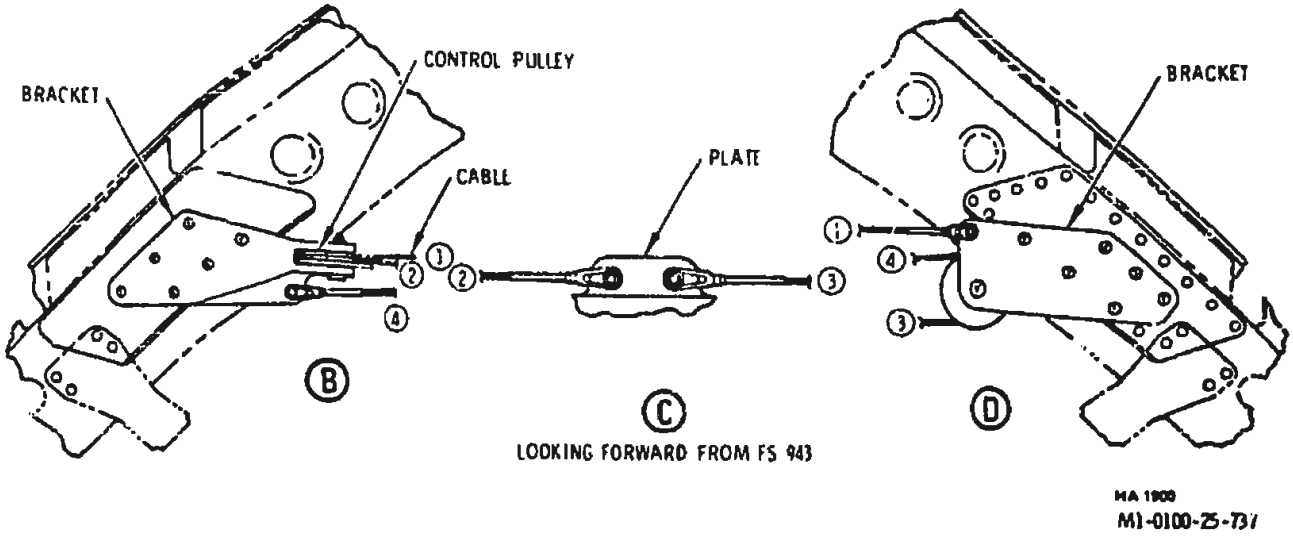
Mid Service Center
Figure 3 (Sheet 2)

EFFECTIVITY: ALL

001B





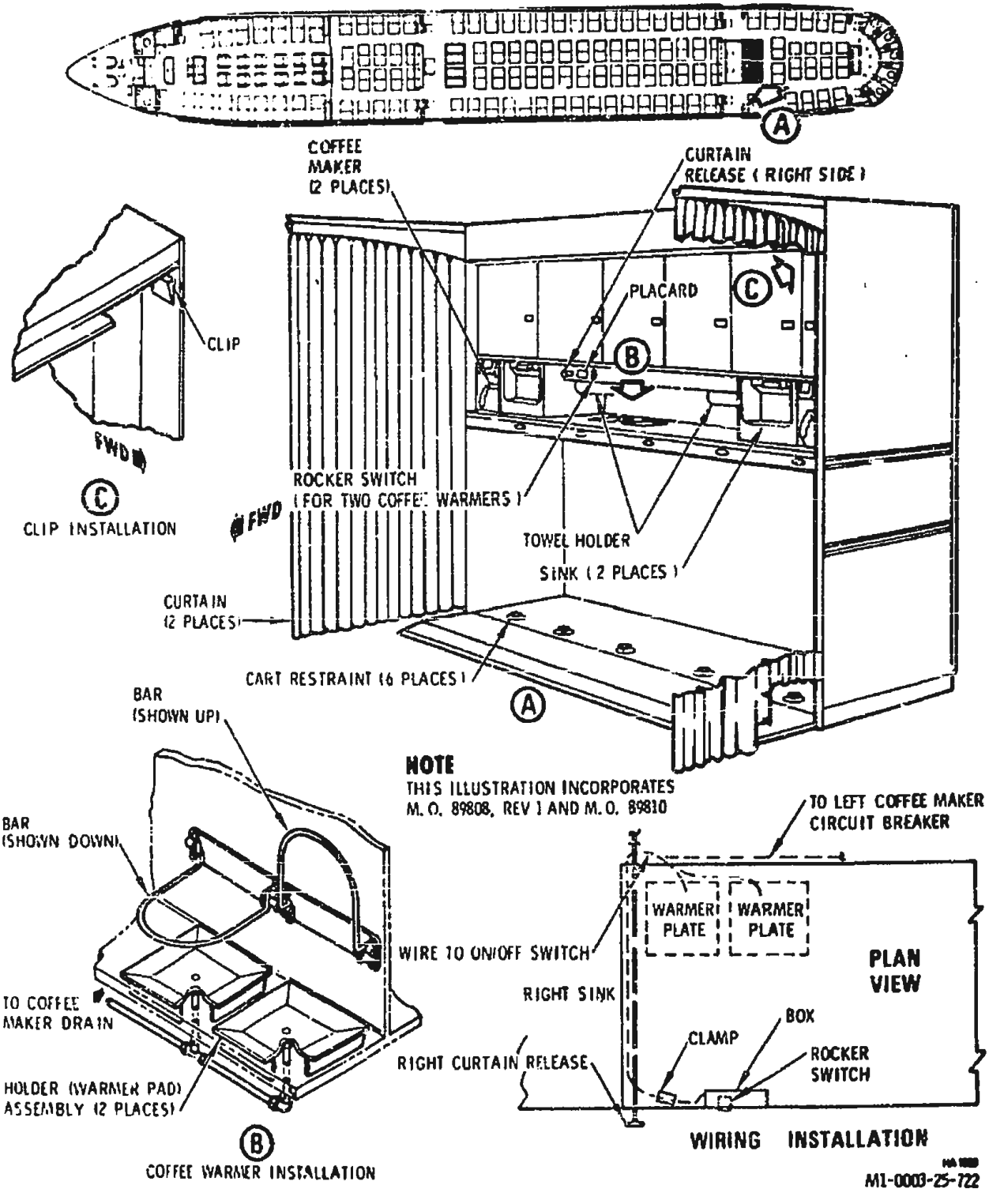


C
CR

Mid Service Center and Ceiling Stabilization Cables
Figure 4

EFFECTIVITY: ALL

050B



CR
CR

Aft Service Center
Figure 5

EFFECTIVITY: ALL

001B

6. Aft Beverage Bar

A. Description

R The aft beverage bar is located in the aft section of the
R passenger compartment, zone 270. The beverage bar
R facilities and equipment are shown in Figure 6. Stowage
R space is provided for two beverage service carts. The aft
R beverage bar is an integral component of the aft overhead
R coat stowage module. An access door will allow the
R attendant to prepare drinks from the cart stowed on the
R right side of the beverage bar.

7. Coffee Maker, Model 375 (Aircraft 001-018)

A. Description

Eight Model 375 coffee makers are installed in the buffet areas: two in the forward service center, two in the aft service center, and two each in the left and right mid service centers. The coffee maker assembly includes a fixed base and a removable coffee maker module.

The base is a flat mounting rack, which has slide rails and a low, vertical rear panel. The base is secured to the shelf top with four fasteners. A water supply fitting, drain fitting, and an electrical receptacle are mounted on the rear panel. The water fittings are the quick-disconnect, self-sealing type. The water supply fitting attaches to a mating fitting in the potable water distribution system (Ref. 38-11-00, Fig. 1). The water drain fitting attaches to a mating fitting in the water drain system (Ref. 38-32-00, Fig. 1). A five-conductor electrical cable, with a plug is furnished with each coffee maker. The plug mates with the receptacle mounted on the rear panel. The electrical power plug cable wires are color coded as follows:

(1) Red - Phase A

(2) Yellow - Phase B

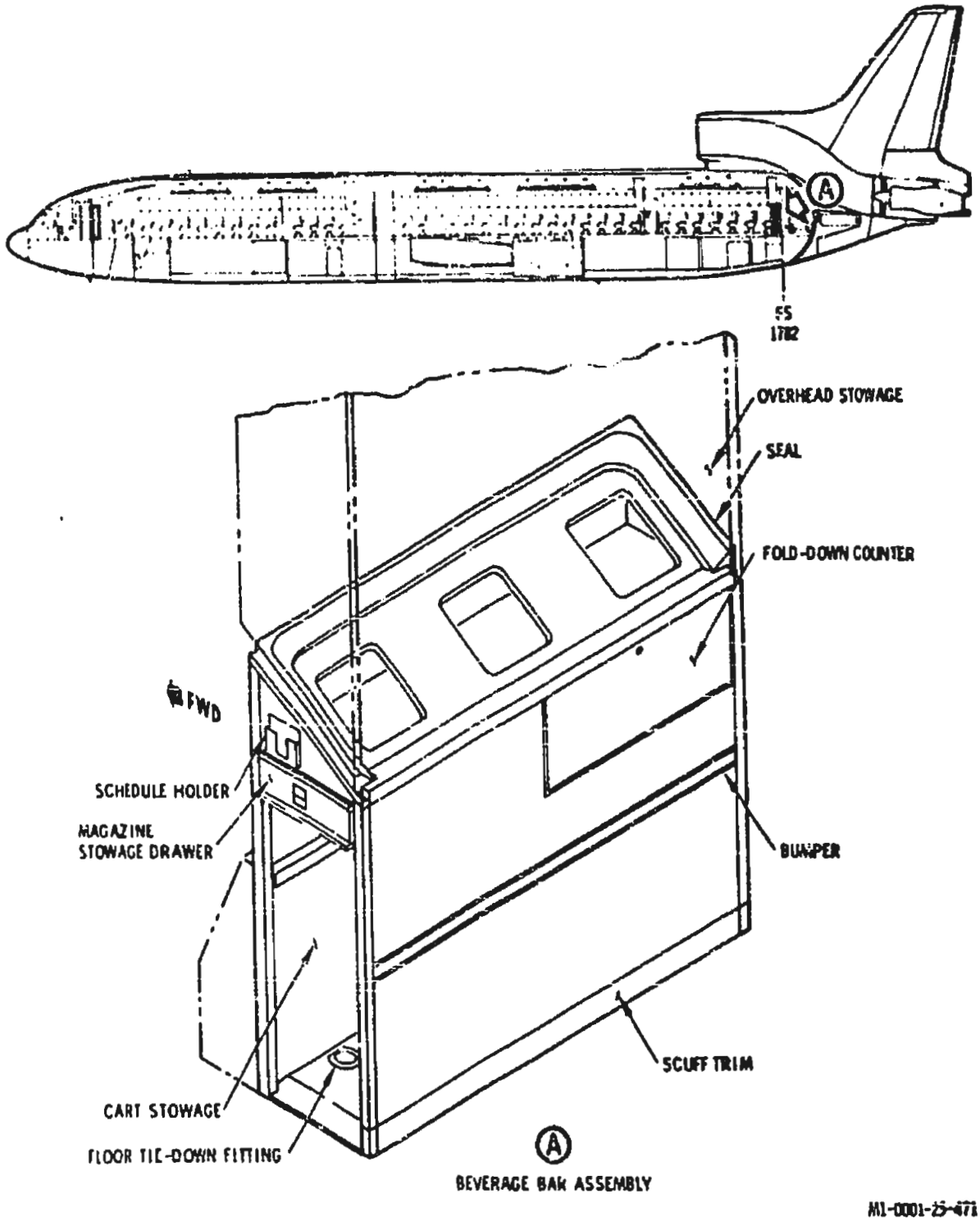
(3) Blue - Phase C

The cable is connected to 115/200V ac, 400-Hz 3-phase power.

The coffee maker module includes the following:

Front-mounted control panel

Pillow-pack coffee retainer



CR
CR

Aft Beverage Bar
Figure 6

EFFECTIVITY: ALL

001B

Automatic shutoff valve

Hot Plate

Separate hot water spigot

The control panel has three back-lighted pushbutton controls and a hot water indicator light. The pushbuttons control the following functions:

ON-OFF

BREW

WARMER ON-OFF

B. Operation

The coffee maker module is positioned on the base slide rails. The water supply, water drain and electrical power connections are engaged. Ambient water enters the heating chamber at approximately 25 psig. When the WATER HEATER pushbutton is actuated to the ON position, the water is heated from 180 to 190 degrees F. The indicator lamp on the control panel lights when the water reaches this temperature. The lamp remains on as long as the temperature is maintained. A thermostat protects against possible damage caused by malfunction of the heater control or inadvertent operation with an empty water tank.

The coffee maker uses prepackaged (pillow-pack) coffee packets. A packet is placed in the pillow-pack retainer. The COFFEE BREW CYCLE pushbutton is actuated and starts the flow of hot water over and through the coffee. A level sensor stops the hot water flow when the correct volume is dispensed into the server.

The separate hot water spigot dispenses water for tea and other beverages. The flow of hot water is controlled by the HOT WATER DISPENSING button on the control panel. Water, at 180 to 190 degrees F, can be dispensed only when the hot water indicator light on the panel is on.

The hot plate is located in the base of the beverage server compartment. Operation is controlled by the HOT PLATE ON-OFF pushbutton on the control panel. The hot plate maintains the temperature of the brewed coffee, in the server, between 170 and 190 degrees F.

8. Coffee Maker, Model 411 (Aircraft 019-999)

A. Description

The Model 411 coffee maker (Ref. Fig. 7) is installed on base slide rails identical to the Model 375 and in the same service centers.

The coffee maker module includes the following:

Front mounted control panel

Pillow pack coffee retainer

Automatic shutoff valve

Hot plate

Separate hot water spigot

Coffee server retainer lever

Vent valve

Low water sensing probe

The control panel has three back-lighted pushbutton controls and a NO WATER indicator light (illuminates red). The pushbuttons control the following functions:

ON/OFF (Blue)

BREW (White)

WARMER ON/OFF (Amber)

B. Operation

With the coffee maker module positioned on the base slide rails and locked in place, the water supply and electrical power connections are engaged. Ambient water at approximately 25 psig enters the water tank and the vent valve enables the tank to fill completely. With the ON/OFF switch in ON, the brew latch circuit is armed by momentarily depressing the BREW button which directs power to the three 900-watt immersion heaters mounted in the base of the single tank. When the temperature of the water reaches the set point of approximately 196 degrees F, the brew solenoid valve opens allowing water to flow through the brew chamber. When the liquid level in the server reaches the tips of the liquid level sensor, or the server is removed, the completed circuit across the tips causes the brew logic to reset,

closing the brew solenoid. The brew logic may also be reset by cycling the ON/OFF switch through the OFF position. When the BREW light goes out the coffee is ready.

The coffee warmer 50-watt platen heater mounted in the base maintains the brewed coffee temperature between 170 to 190 degrees F when the WARMER ON-OFF button is depressed.

The separate hot water spigot on the front control panel will dispense water for tea and other beverages approximately 3.5 minutes after the ON/OFF pushbutton is depressed.

If the water temperature should exceed 235 degrees F due to a fault, a water temperature sensor will open the circuit breaker located on the rear of the coffee maker to protect the coffee maker.

A low water level or no water sensor probe mounted in the top of the tank will remove the power to the heater relay and the brew solenoid, turning on the NO WATER indicator light on the control panel. The low level logic uses the water as a path for the logic circuit and does not depend on excessive water temperature for heater shutdown.

9. Coffee Warmer

A. Description

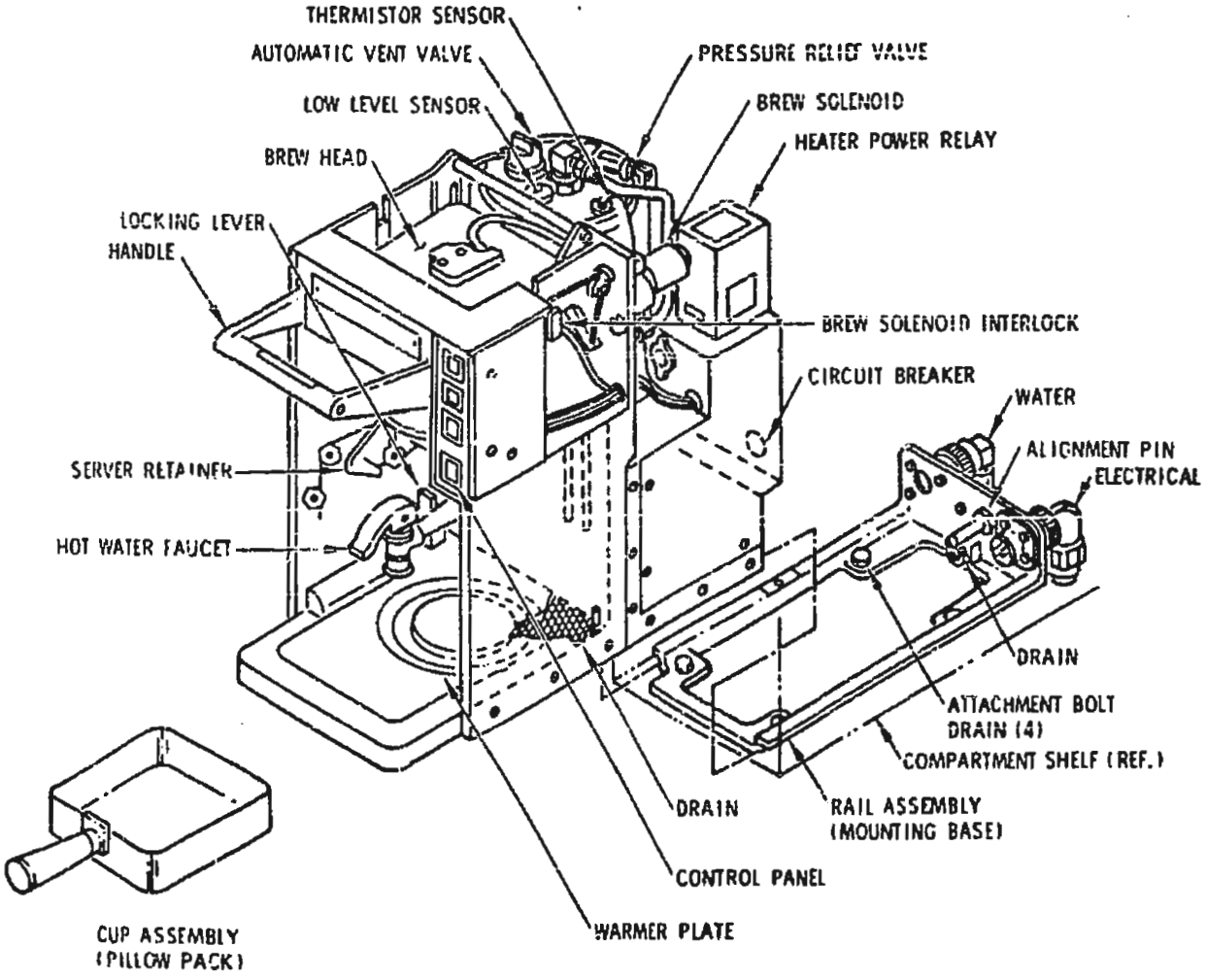
Two coffee warmers are installed in the aft service center, zone 270 (Ref. Fig. 5).

The coffee warmer includes a cabinet with an integral base, a 50-watt platen heater, an indicator switch, and an electrical receptacle.

The 50-watt platen heater is secured to the base with a locknut. The base is mounted on the shelf with four machine bolts. The indicator switch is mounted on the upper right front corner of the cabinet. The lamp in the switch is replaceable from the front of the coffee warmer cabinet.

B. Operation

R The coffee warmer operates on 115V ac, 400-Hz, single-phase power (Ref. Fig. 8). The aircraft power cable is plugged into the coffee warmer power receptacle. The receptacle is located on the back of the coffee warmer directly behind the indicator switch. Heating begins when the coffee warmer circuit breaker on the galley circuit breaker panel, zone 130, is closed. The coffee warmer maintains brewed coffee



M1-0100-25-1292

Coffee Maker
Figure 7

at a temperature of 170 to 190 degrees F in an ambient temperature between 62 and 72 degrees F. When the temperature is in the operating range, the indicator lamp is on. Below 170 degrees F the lamp goes out.

The pushhandle at the front left side controls a cover for the coffee server. The cover closes over the server opening when the handle is latched down. The cover prevents spillage and holds the server in place during rough air.

10. Hot Cup

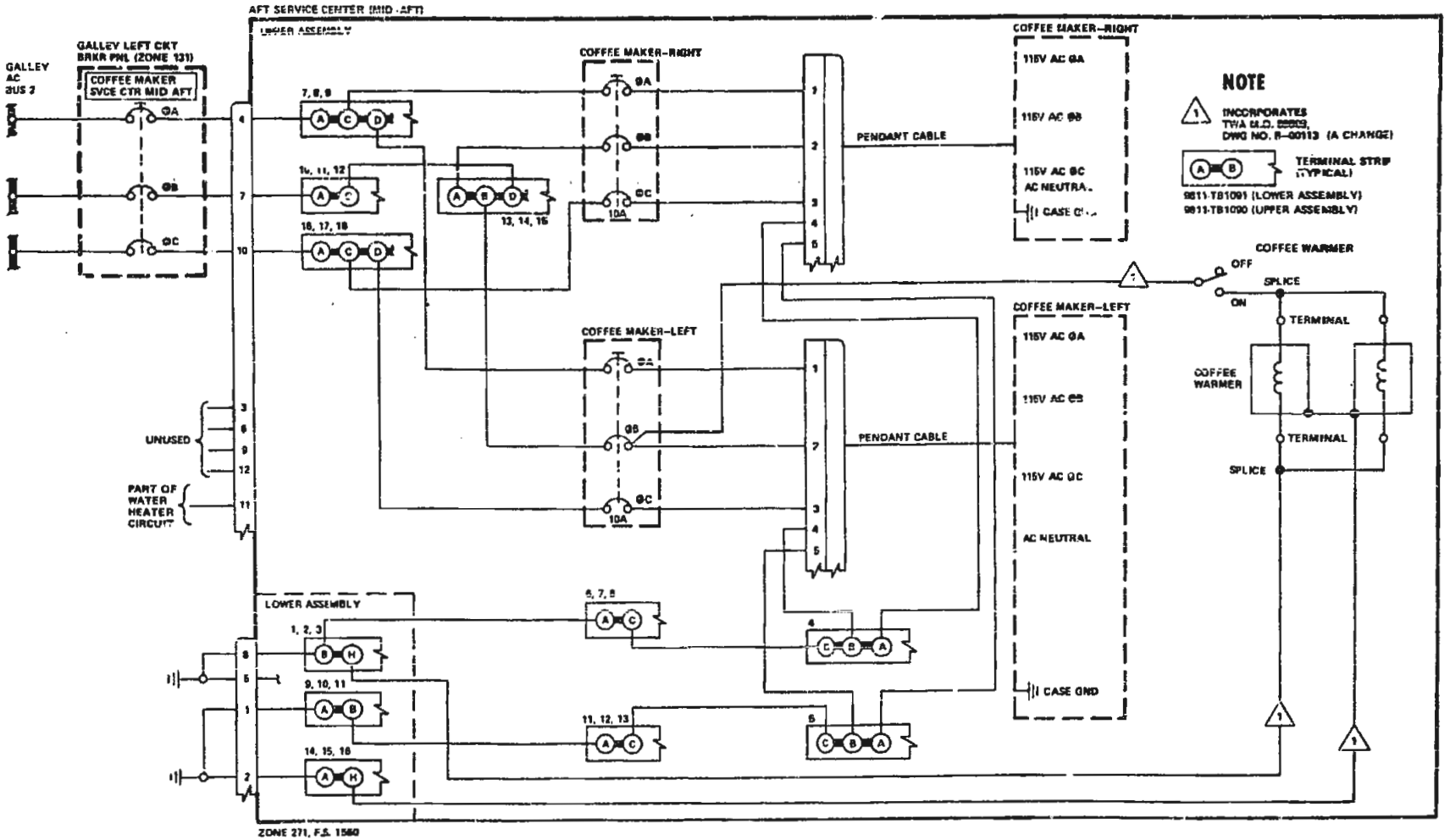
A. Description

Electrical components and circuitry installation, is provided for one customer-furnished hot cup located in the forward service center, zone 220. The hot cup installation consists of a two-socket receptacle, a panel assembly, and associated wiring. The receptacle is secured on the cabinet wall to receive two male prongs on the hot cup. The panel assembly includes an ON-OFF switch and two red indicator lights. The panel assembly is mounted in the cabinet next to the receptacle.

CR 11. F/C and Coach Aux Bars

CR A. Description

CR The F/C Aux Bar is located aft of the L1 door. The Mid
CR Coach Aux Bar is located aft of the L2 door and the Aft
CR Coach Aux Bar is located aft of the L3 door. The three
CR units are identical and the aux bar equipment is shown in
CR Fig. 9.



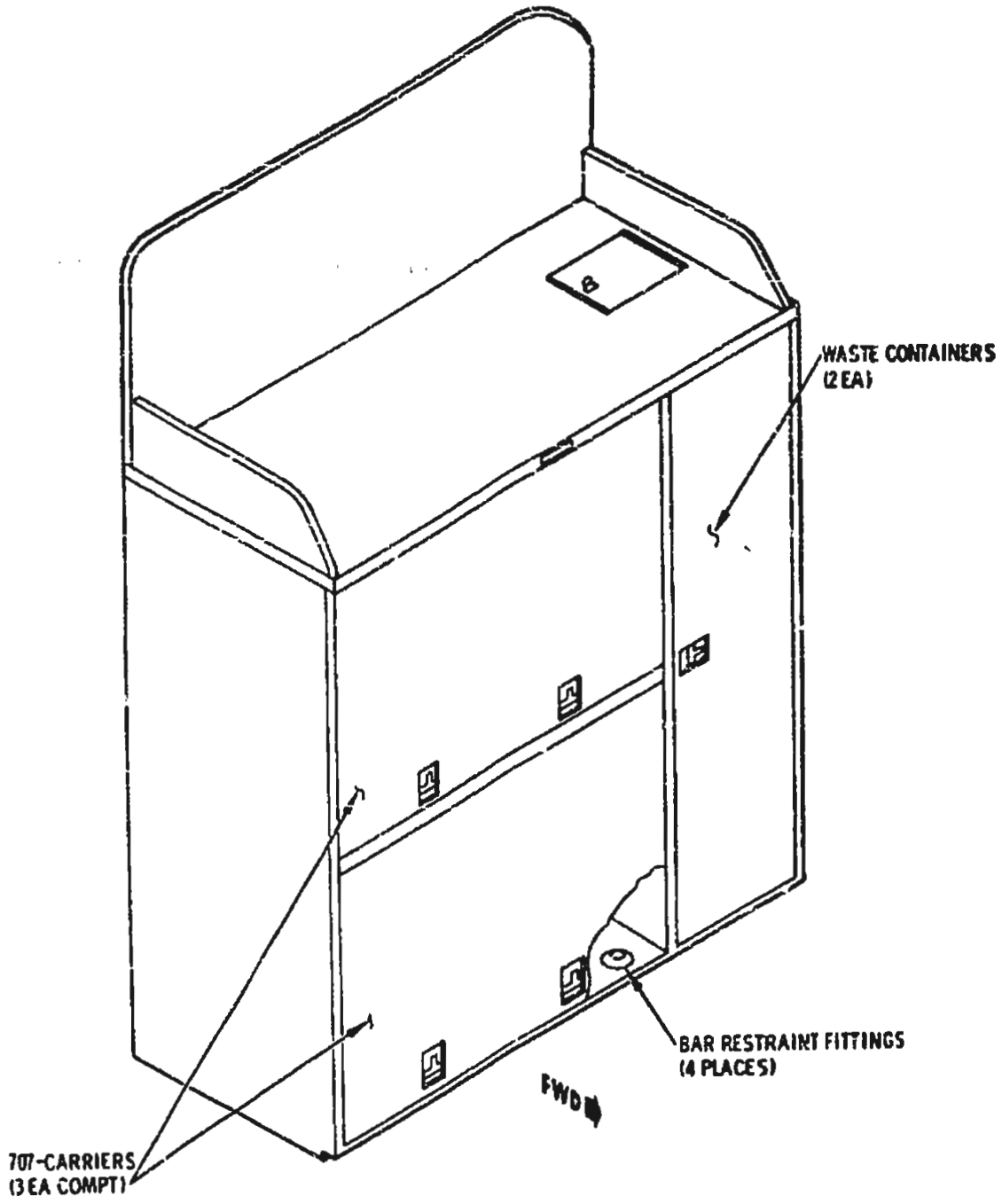
G 588
EMI-6001-25-724

C
CR

Aft Service Center Coffee Warmer Electrical Schematic
Figure 8

EFFECTIVITY: ALL

U01B



MI-0000-25-2868

CR
CR

Aux Bars
Figure 9

R EFFECTIVITY: ALL
R
001B

FORWARD SERVICE CENTER - REMOVAL AND INSTALLATION

1. General

The forward service center is a seat-track mounted unit constructed of honeycomb sandwich panels located aft of forward beverage bar (Ref. Fig. 401).

2. Removal/Installation

A. Removal

(1) On galley left circuit breaker panel, open and tag circuit breakers

R On aircraft 001-031,
R SVCE CENTER-FWD (H18).

R On aircraft 032-999,
R FWD SATELLITE - F/C OVEN and CART RCPT.

R On galley right circuit breaker panel,
R open and tag circuit breaker SERVICE OUTLET - SERVICE
R CENTER - FWD (B13).

R (2) On forward beverage bar face, open and tag circuit
R breakers LIGHTS and CARTS.

R (3) Remove carts, specialty oven, and loose equipment from
R service center.

R (4) Disconnect electrical connectors located in bottom
R center of service unit and cap exposed ends.

(5) Remove tie-down fitting cover.

NOTE: The tie-down fitting cover is friction fitted into the cup.

R (6) Rotate tie-down fitting knob (5 places) in direction of
R arrow, LOWER STUDS and move lever to UNLOCK position.

(7) Raise unit approximately one inch to disengage fitting from seat track.

(8) Remove unit from aircraft.

B. Installation

(1) Verify that circuit breakers opened in Step 2A(1)(2) are open and tagged.

(2) Position service center unit and gradually lower unit to engage fitting into seat track.

NOTE: The lock lever must be in UNLOCK position and the knob must be rotated to fully LOWER STUDS direction before installing tie-down fitting.

(3) Place tie-down fitting lock lever to LOCK position, rotate knob (5 places) in direction of arrow; RAISE STUDS and hand tighten to secure unit. R

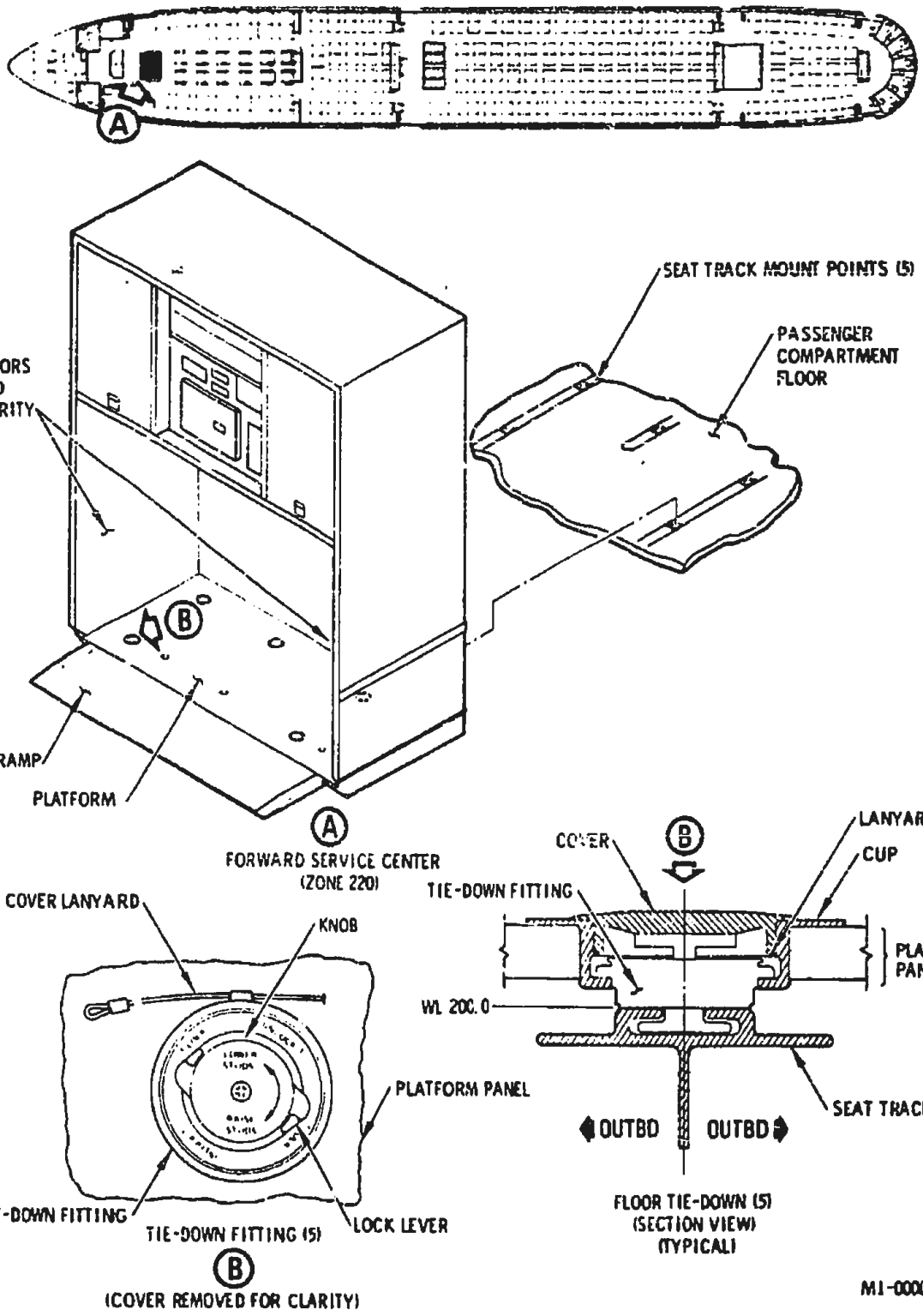
(4) Install tie-down fitting cover.

(5) Connect electrical connectors.

(6) Install carts, specialty oven and loose equipment removed in Step 2A(4).

(7) Close circuit breaker opened in Step 2A(1) (2).

(8) Check service center unit for proper operation.



R Forward Service Center - Removal and Installation
R Figure 401

EFFECTIVITY: ALL

001B

CR FORWARD SERVICE CENTER (NORDSKOG GALLEY OVEN) - ADJUSTMENT AND TEST

CR 1. Adjustment/Test of Galley Oven

CR A. Equipment Required:

CR (1) Source of AC external power.

CR (2) Tester Galley oven temperature, R&R 90118 or CR equivalent.

CR B. Calibration Procedure

CR (1) Place one thermocouple of the R&R 90118 temperature CR indicator in each oven compartment through the vent CR hole in the door, suspending them in the center of the CR oven with a piece of safety wire.

CR (2) Close the oven door and apply power to the galley oven CR and turn the timer past 30 minutes.

CR (3) Adjust the thermostat control to 400°F.

CR (4) Record the time the oven requires to reach selected CR temperature (thermostat lights out). The oven must CR cycle in less than 8 minutes. If it does not check to CR determine that all heating elements are operative.

CR (5) Record the temperature, as indicated on the test unit CR indicator, for three oven cycles (to cycle oven CR rapidly, open doors when thermostat lights are out and CR close doors when lights come on).

CR (6) If the test unit indicator reads 400°F (205°C) +15°F, CR no further work is required.

CR (7) If the reading indicates out of tolerance, remove the CR thermostat knob and adjust the knob to agree with test CR unit indicator reading.

CR (8) Remove power from oven and remove test unit.

CR 2. Operational Check

CR A. Procedure:

CR (1) Close the oven doors and apply power to the galley.

CR (2) Turn the timers past 30 minutes and set them on 15 CR minutes.

CR (3) Adjust the thermostat controls to 400°F.

CR (4) The ovens must cycle off in less than 8 minutes. If CR they do not, check to determine that all heating CR elements are operative.

CR (5) Open oven doors and check that the cycle lights come CR back on. While doors are open, check for normal fan CR operation.

CR (6) When the timers run to 0 minutes, each should sound CR (ding) once and the oven should go off.

CR (7) Turn thermostats to OFF.

LEFT MID SERVICE CENTER - REMOVAL AND INSTALLATION

1. General

R The left mid service center is bolted to the lift enclosure panel, and seat tracks. The removal and installation procedure is similar for the left mid and right mid service centers (Ref. Fig. 401).

2. Removal/Installation

A. Removal

(1) On galley left circuit breaker panel, zone 130, open
R. and tag circuit breakers:

R COFFEEMAKERS

R 2 (K5)

R 3 (K14)

R LIGHTING - GALY 1 (E18)

(2) On galley right circuit breaker panel, zone 130, open
R and tag circuit breakers:

R WATER SYSTEM - COOLER FWD (C2)

R SERVICE OUTLET - ENTRANCE - CTR LH (C13)

(3) In passenger compartment, lower lift to galley and open lift door.

R NOTE: Turn coin-type latch on face of lift door to
R override mechanical latch when lift is in galley.

R (4) Remove cart, coffeemakers, and loose equipment from service center.

R (5) Close water supply valve located on aft lift enclosure
R panel between galley lifts.

R (6) Disconnect water fill and drain lines, and install cap
R on exposed ends.

R (7) Disconnect electrical connectors located on top of
R unit, and install cap on exposed ends.

R (8) Remove screws attaching mid service center to lift enclosure panel.

(9) Remove track fitting shroud.

R (10) Remove track fitting nuts. Disengage left mid service
R center from seat track.

R (11) Remove left mid service center from aircraft.

B. Installation

R (1) Verify circuit breakers opened in Step 2A(1)(2) are
R opened and tagged.

R (2) Verify water supply valve closed in Step 2A(5) is
R closed and tagged.

R (3) Lower and position left mid service center unit to mate
R mounting brackets with seat track fittings.

(4) Install seat track fitting nuts.

(5) Install track fitting shroud.

R (6) Install screws attaching left mid service center to
R lift enclosure panel.

(7) Connect electrical connectors.

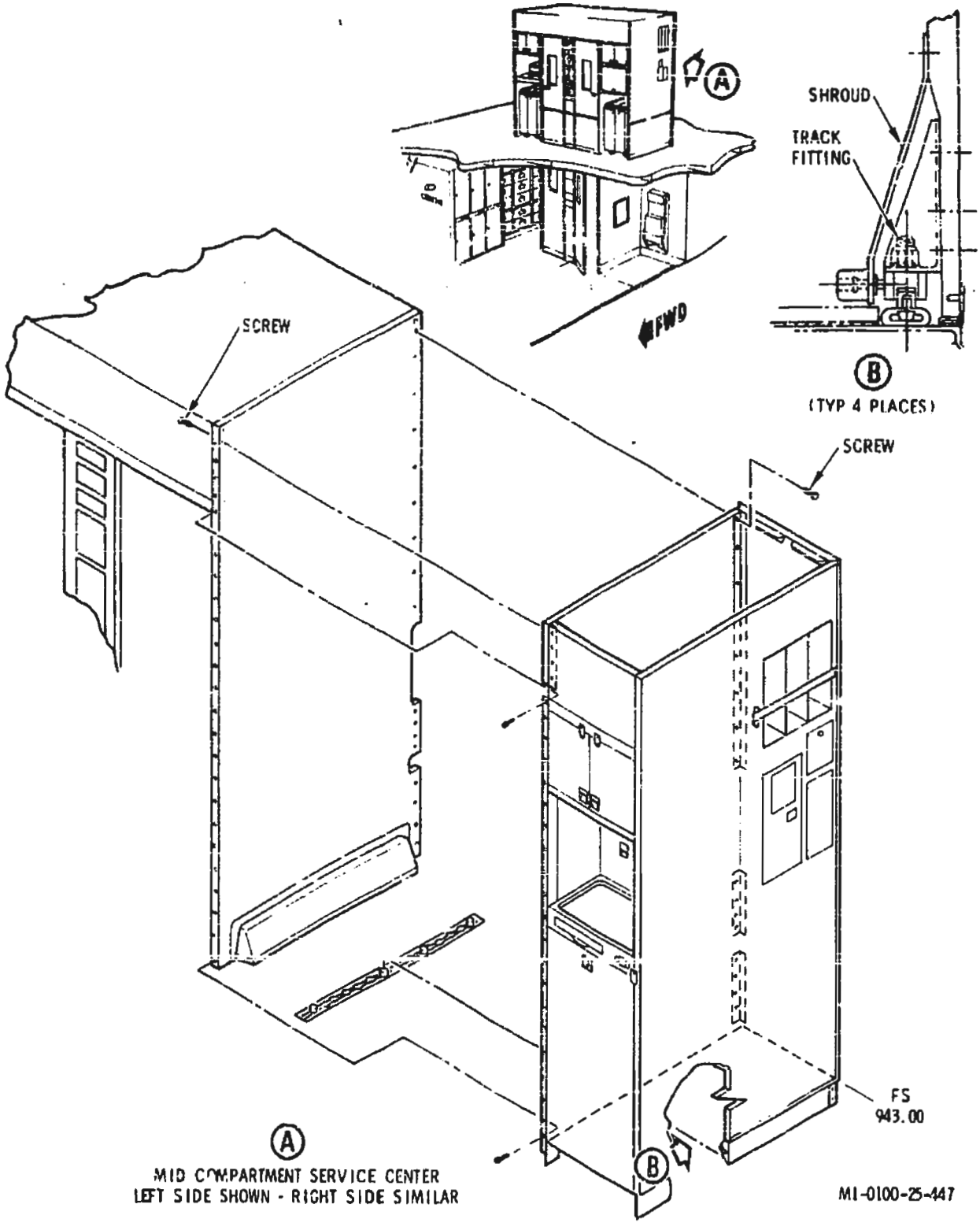
(8) Connect water fill and drain lines.

(9) Open water supply valve closed in Step 2A(5).

(10) Install cart, coffeemakers and loose equipment.

R (11) Close circuit breakers opened in Step 2A(1) and 2A(2).

R (12) Check left mid service center equipment for proper operation.



R Mid Service Center - Removal and Installation
R Figure 401

R EFFECTIVITY: ALL

001B

R RIGHT MID SERVICE CENTER - REMOVAL AND INSTALLATION

R 1. General

R The right mid service center is bolted to the lift enclosure
R panel, and to the seat tracks. The removal and installation
R procedure is similar for the left mid and right mid service
R centers.

R 2. Removal/Installation

R A. Removal

R (1) On galley left circuit breaker panel, zone 130, open
R and tag circuit breakers COFFEEMAKERS 4 (K17) and 5
R (K2), and LIGHTING-GALY 1 (E18).

R (2) On galley right circuit breaker panel, zone 130, open
R and tag circuit breakers WATER SYSTEM COOLER-FWD (C2),
R and SERVICE OUTLET - ENTRANCE CTR RH (C14), WATER
R SYSTEM-HEATER-GALLEY (C7).

R (3) In passenger compartment, lower lift to galley and open
R lift door.

R NOTE: Turn coin-type latch on face of lift door to
R override the mechanical latch.

R (4) Remove cart, coffeemakers and loose equipment.

R (5) Close water supply valve on aft lift enclosure panel,
R between galley lifts, passenger level.

R (6) Disconnect water fill and drain lines. Cap exposed
R ends.

R (7) Disconnect electrical connectors located on top of
R unit. Cap exposed ends.

R (8) Remove screws attaching unit to lift enclosure panel.

R (9) Remove track fitting shroud.

R (10) Remove track fitting nuts. Disenage unit from seat
R track.

R (11) Remove unit from aircraft.

R B. Installation

R (1) Verify that circuit breakers opened in Step 2A(1)(2)
R are opened and tagged.

R (2) Verify that water supply valve closed in Step 2A(5) is
R closed and tagged.

R (3) Lower and position unit to mate mounting brackets with
R seat track fitting.

R (4) Install seat track fitting nuts.

R (5) Install shroud.

R (6) Install screws attaching unit to lift enclosure panel.

R (7) Connect electrical connectors.

R (8) Connect water fill and drain lines.

R (9) Open water supply valve closed in Step 2(A)(5).

R (10) Install cart, coffeemakers and loose equipment.

R (11) Close circuit breakers opened in Step 2A(1)(2).

R (12) Check service center equipment for proper operation.

COFFEE MAKER - REMOVAL AND INSTALLATION

1. General

The coffee makers are installed in the various service centers throughout the passenger compartment. The removal and installation procedure is identical for each location (Ref. Fig. 401).

2. Removal/Installation

A. Removal

(1) On galley left circuit breaker panel, zone 130, open and tag the applicable circuit breaker for the coffee maker being removed.

C (2) Raise locating pin lever.

R (3) Remove coffee maker by pulling straight out from
R mounting rail assembly.

B. Installation

(1) Verify that circuit breaker opened in Step 2A(1) is open and tagged.

C (2) Clean coffee residue from racks and coat with "slip
C spray" (TWA Stk. Nbr. 50-0905).

CR (3) Verify that circuit breaker on back side of coffee
R maker power control assembly is on (pushed in).

C (4) Install coffee maker by positioning on mounting rail
C assembly.

C (5) Raising and holding locating pin lever in upward position, push inward on coffee maker until electrical and water disconnects are engaged.

C (6) Lowerlocking pin lever.

CR (7) Physically attempt (by pulling coffee maker) to remove
R coffee maker from mounting rail assembly, to verify
R that coffee maker locking pin is properly installed in
R rail hole.

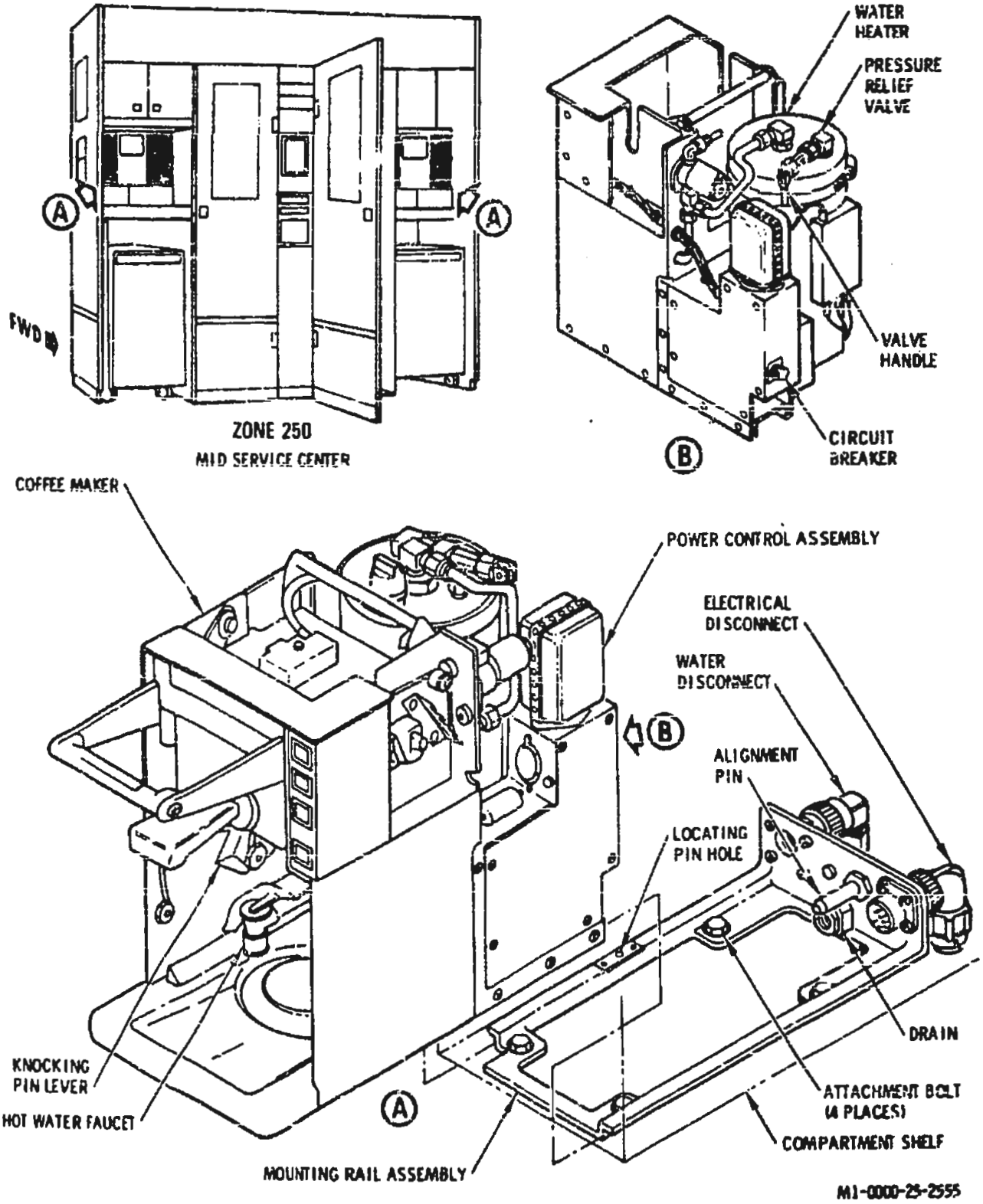
NOTE: Locking pin is spring loaded to the down position. Locking pin may appear to be in the

down position, but may not be properly installed (engaged) with locating pin hole in mounting rail assembly.

CR (8) Open hot water faucet until water flows freely.

C (9) Remove tag and close circuit breaker opened in Step
C 2A(1).

C (10) Check ON/OFF switch. When switch is in ON position, light is on and water is heating.



CR
CR

Coffee Maker - Removal and Installation
Figure 401

EFFECTIVITY: ALL

001B

COFFEE MAKER - ADJUSTMENT AND TEST

1. General

This procedure contains information to perform an operational test of the coffee maker.

This test is based on an ambient water temperature of 62 to 72 degrees F.

The coffee maker control circuit is designed to prevent operation if the coffee maker heater tank water temperature is below 32 degrees F, or if tank is not filled with water. The coffee maker thermostat will open approximately 45 seconds after the coffee maker ON/OFF switch is positioned to ON if the above conditions are not satisfied.

Coffee maker fills automatically with water from aircraft potable water system.

Coffee maker will brew 51 fluid ounces of coffee and recover to repeat a brew cycle in not less than 3 minutes and 45 seconds (at ambient water temperature).

CR CR Coffee maker is designed to accept a pillow pack of coffee in the brew tray. Temperature of brewed coffee in the server (at ambient water temperature) for the initial brew is 165 to 185 degrees F. Thereafter, the temperature of brewed coffee is 180 to 195 degrees F.

Coffee maker hot plate will maintain brewed coffee from 170 to 190 degrees F.

Coffee maker hot water faucet will dispense hot water at 190 (±10) degrees F., 3.5 minutes after coffee maker ON/OFF switch has been actuated to ON.

2. Referenced Procedure

24-41-00 External Power/Ground Service System - Maintenance Practices

3. Adjustment/Test

A. Operational Test

(1) On galley right circuit breaker panel, zone 131, verify that the following circuit breakers are closed:

PASS SERV BUS 3R - WATER SYSTEM - PRESSURIZATION - 1 and 2

PASS SERV BUS 3R - WATER SYSTEM - QTY/PRESS IND

(2) On galley left circuit breaker panel, zone 131, verify that the applicable circuit breakers shown in Table 1 are closed.

Coffee Maker Circuit Breakers
Table 1

COFFEE MAKER LOCATION (QTY)	CIRCUIT BREAKERS	
	GALLEY LEFT CB PANEL	SERVICE CENTER CB PANEL
FORWARD BEVERAGE BAR (2)	FWD SATELLITE BEVERAGE BAR AND LIGHTS (15H)	COFFEE MAKER 1
		COFFEE MAKER 2
FORWARD SERVICE CENTER (1)	COFFEEMAKER 1 (13J)	----
MID SERVICE CENTER-LEFT (2)	COFFEE MAKER 2 (5K)	----
	COFFEE MAKER 3 (14K)	----
MID SERVICE CENTER-RIGHT (2)	COFFEE MAKER 4 (17K)	----
	COFFEE MAKER 5 (2K)	----
AFT SERVICE CENTER (2)	SERV CTR AFT (8K)	COFFEE MAKER-LEFT
		COFFEE MAKER-RIGHT
AFT COFFEE BAR (2)	COFFEE MAKER 6 (11K)	----
----	COFFEE MAKER 7 (5H)	----

(3) Turn on electrical power (Ref. 24-41-00).

(4) Open hot water faucet on coffee maker until water flows freely indicating all air is purged from system.

(5) Press ON/OFF switch on coffee maker control module. Blue light in switch must come on.

NOTE: Coffee maker water heater is electrically energized.

(6) Raise coffee maker handle.

(7) Place coffee server in coffee maker.

(8) Press WARMER ON/OFF switch on coffee maker control module. Amber light in switch must come on.

NOTE: Coffee server will be preheated and maintain brewed coffee temperature.

CR (9) Place coffee pillowpack in coffee maker brew tray.
CR and install lid.

CR (10) Slide brew tray assembly into brewer above coffee
CR server. (11) Lower (pull) coffee maker handle down (stowed and locked position). not exceed 15 pounds.

(12) Press BREW switch on coffee maker control module. White light in switch must come on.

NOTE: Brew cycle will be completely automatic. White light will go out at end of brew cycle.

(13) Raise coffee maker handle.

CR (14) Removebrew tray from coffee maker.

(15) Dispose of coffee pillowpack.

CR (16) Replacebrew tray in position in coffee maker.

(17) Lower (pull) coffee maker handle to the down and locked position for all conditions, unless serving coffee.

CR NOTE: Coffee server andbrew tray is retained in the coffee maker under all conditions when handle is in down (stowed) and locked position.

(18) Press coffee maker ON/OFF and WARMER ON/OFF switches to OFF. Blue and amber lights in respective switches must go off.

(19) Turn off electrical power (Ref. 24-41-00).

R FORWARD BEVERAGE BAR - REMOVAL AND INSTALLATION

R 1. General

R The forward beverage bar is located in the crossaisle of the L1 R and R1 passenger door. The beverage bar is constructed of R honeycomb sandwich panel and is seat-track mounted (Ref. Fig. R 401).

R 2. Material and Equipment

R Tape C-24-1255, TYPE II - AH.

R LCP 79-2061, TYPE 4 ADHESIVES APPLICATION

R 3. Referenced Procedure

R 20-51-15 Application of Adhesives - Maintenance Practices

R 25-34-05 Coffeemaker - Removal and Installation

R 4. Removal/Installation

R A. Removal

R (1) On galley left circuit breaker panel zone 130, open and R tag circuit breaker GALLEY AC BUS 1 - FWD SATELLITE - R BVGE BAR (H15)

R (2) Open waste compartment door.

R (3) Remove right waste compartment base and right waste R shroud panel.

R (4) Gain access to water supply shut-off valve located R below water purifier.

R (5) Turn water supply shut-off valve lever to the CLOSED R position and tag.

R (6) Open all water outlets in beverage bar unit and dispose R of excess water.

R (7) Remove coffee maker (Ref. 25-34-05) and other loose R items from beverage bar unit.

R (8) Disconnect water fill and drain lines.

R (9) Disconnect electrical connector located under right
R waste compartment base.

R (10) Open left waste compartment door. Remove contents.

R (11) Remove center cover plate.

R (12) Remove tie down fittingcovers (6 places).

R NOTE: The tie down fitting cover is function fitted
R into the cup (tie down receptacle).

R (13) Turn knob to arrow direction LOWER STUDS and move lever
R to UNLOCK POSITION.

R (14) Raise unit approximately one inch to disengage fitting
R from seat track.

R (15) Remove unit from aircraft as required.

R B. Installation

R (1) Verify that circuit breaker opened in Step 4A(1) is
R open and tagged.

R (2) Verify that water supply shut-off valve closed in Step
R 4A(4) is closed and tagged.

R (3) Replace old tape top of cabin floor or bottom of
R beverage bar if necessary.

R (4) Position beverage bar unit and gradually lower unit to
R engage tie down fittings into seat tracks.

R NOTE: The lock lever must be in UNLOCK position and
R knob must be rotated fully to LOWER STUDS
R direction before installing tie down fitting.

R (5) Place lock lever to lock position, rotate knob in
R direction of arrow, RAISE STUDS and hand tighten knob
R to secure unit.

R (6) Install tie down fitting covers.

R (7) Connect electrical connector.

R (8) Connect water fill and drain.

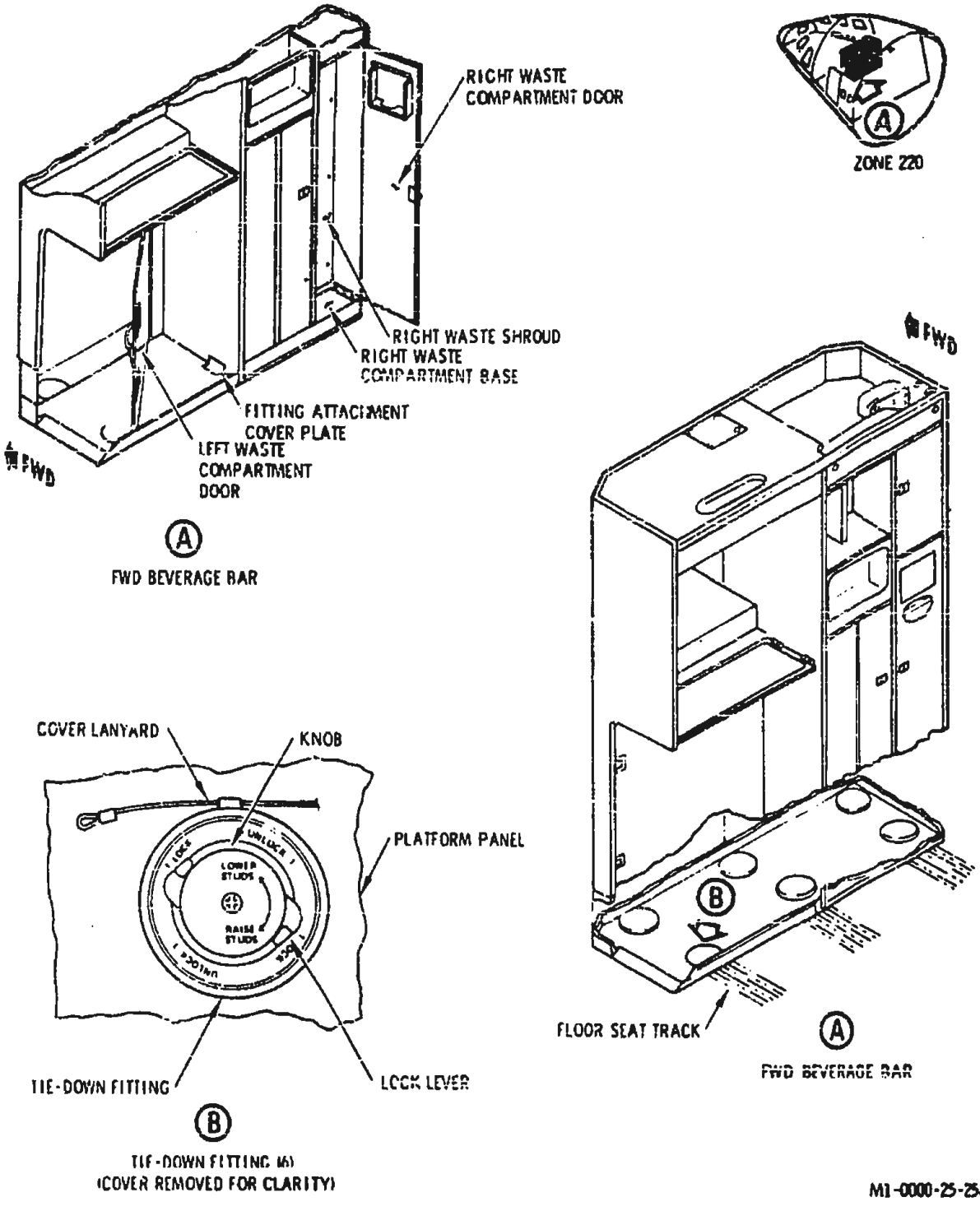
R (9) Remove tag and open water supply shut-off valve closed
R in Step 4A(5).

R (10) Install right waste compartment base and right waste
R shroud panel.

R (11) Close circuit breaker opened in Step 4A(1).

R (12) Operate beverage bar equipment and check for water
R leaks (Ref. 25-34-05 and 25-34-32).

R NOTE: Verify circuit breakers on beverage bar are
R closed.



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R Forward Beverage Bar -Removal and Installation
R Figure 401

R EFFECTIVITY: ALL
R
001B

MID SERVICE CENTER STABILIZER CABLE - ADJUSTMENT AND TEST

1. General

Two lockclad type cable assemblies are installed at FS943 to stabilize the mid service center and ceiling structure (Ref. Fig. 501).

2. Equipment and Materials

Cable tensiometer, 0-500 pounds, or equivalent

Locking clips, MS21256-2; or lock-wire, QQ-W-390, 0.032-inch diameter

3. Referenced Procedure

25-26-01 Forward, Mid, and Aft Ceiling Trim Drop Panels - Removal and Installation

4. Adjustment/Test

A. Cable Rigging Adjustment

(1) Lower ceiling panels aft of mid service center to gain access to stabilizer cables (Ref. 25-26-01).

R (2) Gain access to cable turnbuckles at aft side of mid
R service center.

R (3) Loosen turnbuckles to ensure that cables A and B are
R slack.

R (4) Tighten turnbuckle No. 3 and No. 4. Apply 150 (±5)
R pounds tension to cable B. Verify cable A is slack.
R Loosen turnbuckle No. 1 and No. 2 if required and
R recheck cable tension.

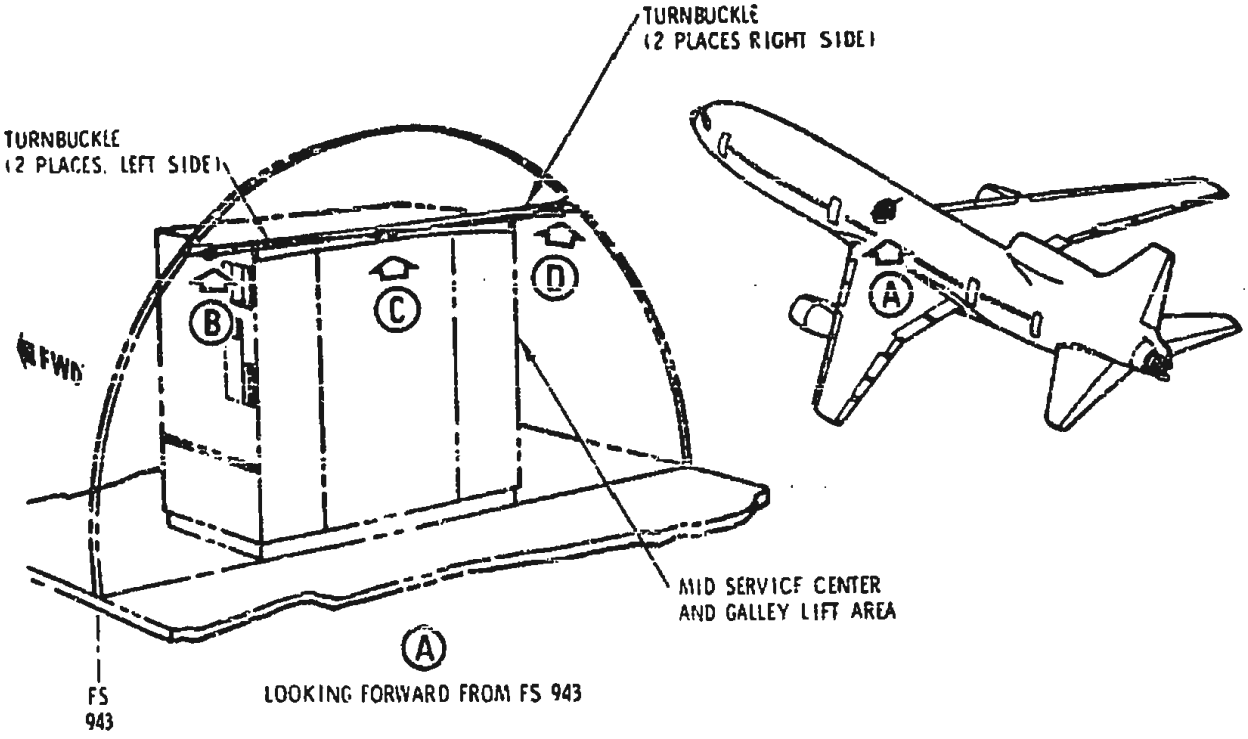
R (5) Tighten turnbuckle No. 1 and No. 2. Apply 300 (±10)
R pounds tension to cable A.

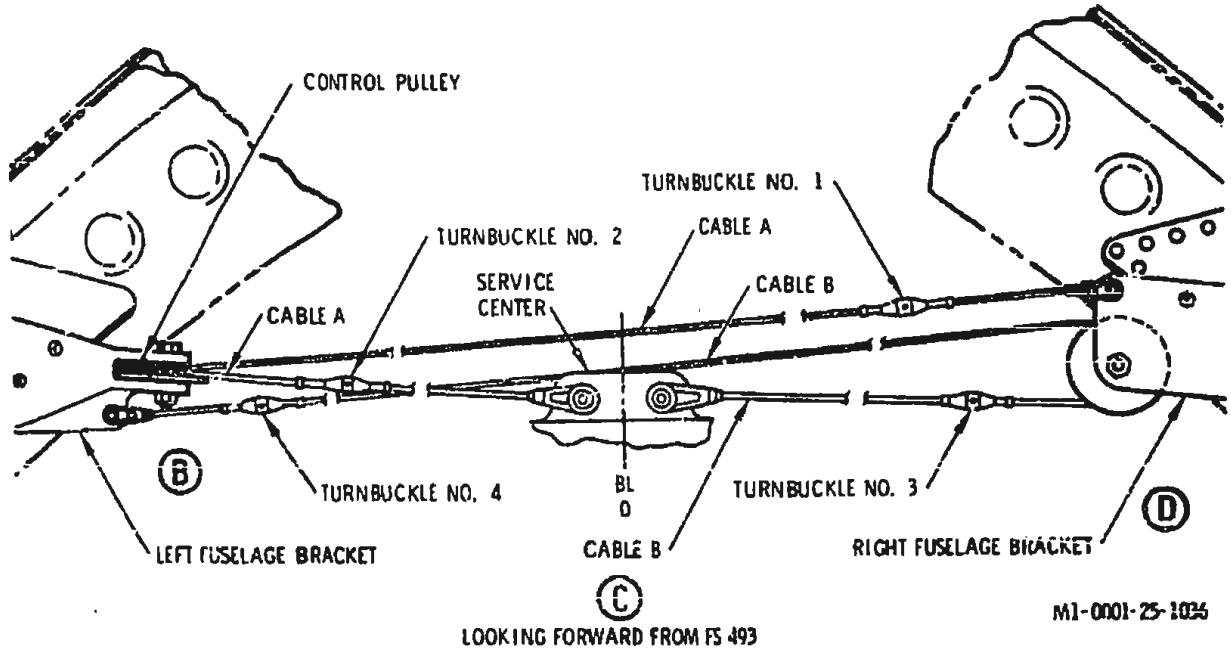
R (6) Verify that cable B now has 300 (±10) pounds tension.

R (7) Repeat Steps 4A (4) and (5) as required to verify that
R cable assemblies A and B are preloaded to 300 (±10) pounds.

(8) Install locking clips or lock-wire.

R (9) Replace ceiling panels opened in Step 4A(1)





R
R Mid Service Center Stabilizer Cable Adjustment
Figure 501

EFFECTIVITY: ALL

001B

STOWAGE DOOR QUARTER-TURN LATCH - REMOVAL AND INSTALLATION

1. General

The quarter-turn latches are installed primarily on service centers/closet stowage doors in the passenger compartment and galley areas. The latch is a secondary lock to prevent inadvertent opening of the door and is detented in the locked and unlocked position.

R 2. Removal/Installation

A. Removal

R (1) Remove screw cover (Ref. Fig. 401).

NOTE: Screw cover is friction-held in place over screw head.

(2) Remove screw and remove latch.

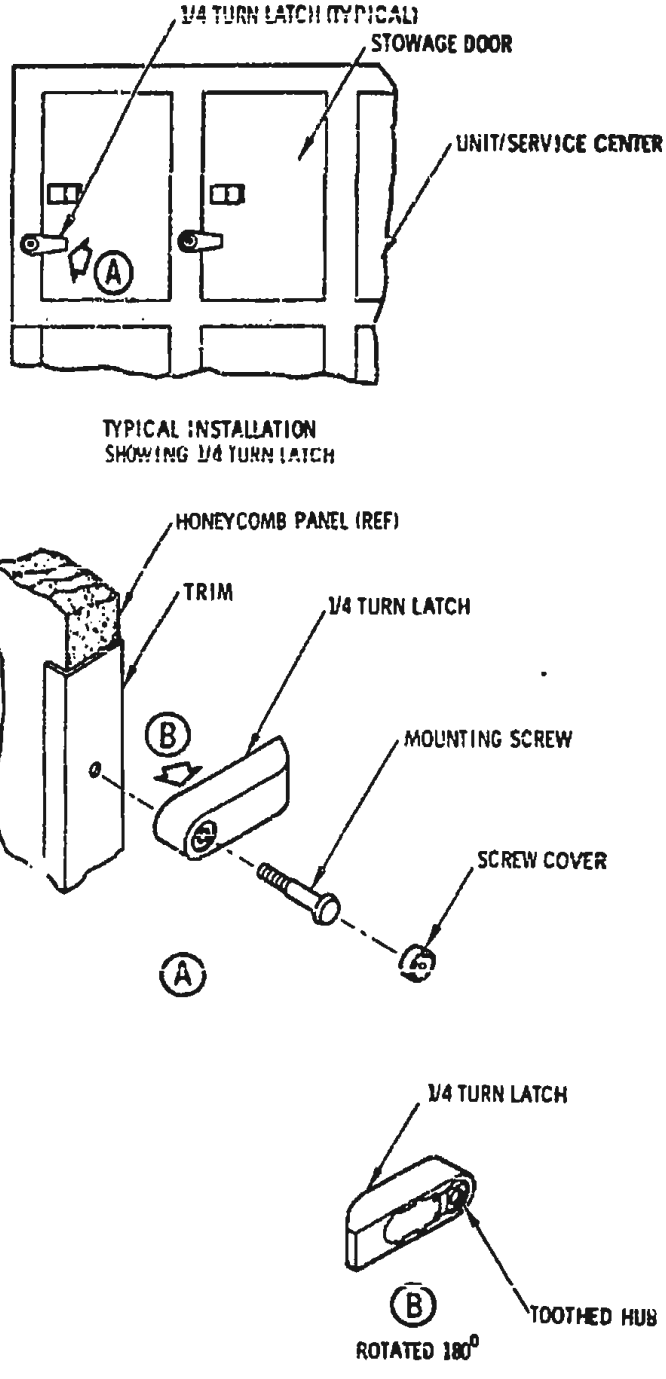
B. Installation

NOTE: Before installing latch, check that detent mechanism is functioning properly.

(1) Position latch in hole provided in the panel and install mounting screw.

R (2) Tighten screw so that toothed-hub mates flush with and
R is held stationary.

R (3) Install screw cover removed in Step 2A(1).



MI-0100-25-1517

R Quarter-Turn Latch - Removal and Installation
R Figure 401

R EFFECTIVITY: ALL
R
001B

R SERVICE CENTER SEAT TRACK - INSPECTION AND CHECK

R 1. General

R This procedure provides information for the inspection and check
R of the seat track located beneath the service center unit in the
R forward, mid and aft cabin areas. In addition, referenced
R information is provided for the repair, treatment, and
R prevention of corrosion of the seat track (Ref. Fig. 601).

R 2. Referenced Procedures

R	25-25-05	Carpet Sections - Removal and Installation
R	25-34-01	Forward Service Center - Removal and Installation
R	25-34-02	Mid Service Center - Removal and Installation
R	25-34-12	Forward Beverage Bar - Removal and Installation
R	25-34-13	Aft Service Center - Removal and Installation
R	25-34-14	Aft Beverage Bar - Removal and Installation
R	51-21-00	Structural Repair Manual - Corrosion
R	51-21-01	Structural Repair Manual - Corrosion Removal
R R	51-21-02	Structural Repair Manual - Corrosion Prevention and Treatment
R	51-23-00	Structural Repair Manual - Inspection Procedures
R	53-21-00	Structural Repair Manual - Cabin Floor Supports
R R	53-22-10	Passenger Compartment Floor Panels - Removal and Installation

R 3. Equipment and Materials

R Soap, bucket of water, dry cloth

R Trichloroethane 1-1-1, O-T-620, Dow Chemical Co., Bennington,
R Vermont, 14062 or equivalent

4. Inspection/Check

A. Procedure

R (1) Remove following service centers as required:

(a) Forward Service Centers (Ref. 25-34-01).

(b) Mid Service Center (Ref. 25-34-02).

(c) Aft Service Center (Ref. 25-34-13).

(d) Forward Beverage Bar (Ref. 25-34-12).

(e) Aft Beverage Bar (Ref. 25-34-14).

(2) Remove applicable carpet (Ref. 25-25-05).

(3) Remove applicable floor panel to expose seat track (Ref. 53-22-10).

(4) Remove dam from each end of seat track.

R WARNING: WHEN USING CLEANING SOLVENTS AND CHEMICALS, ENSURE AREA IS FREE OF TOXIC VAPORS AND OPEN FLAME.

(5) Clean track surfaces inside and out with soap and
R water, use Trichloroethane 1-1-1 cleaning solvents to remove grease and other contaminates.

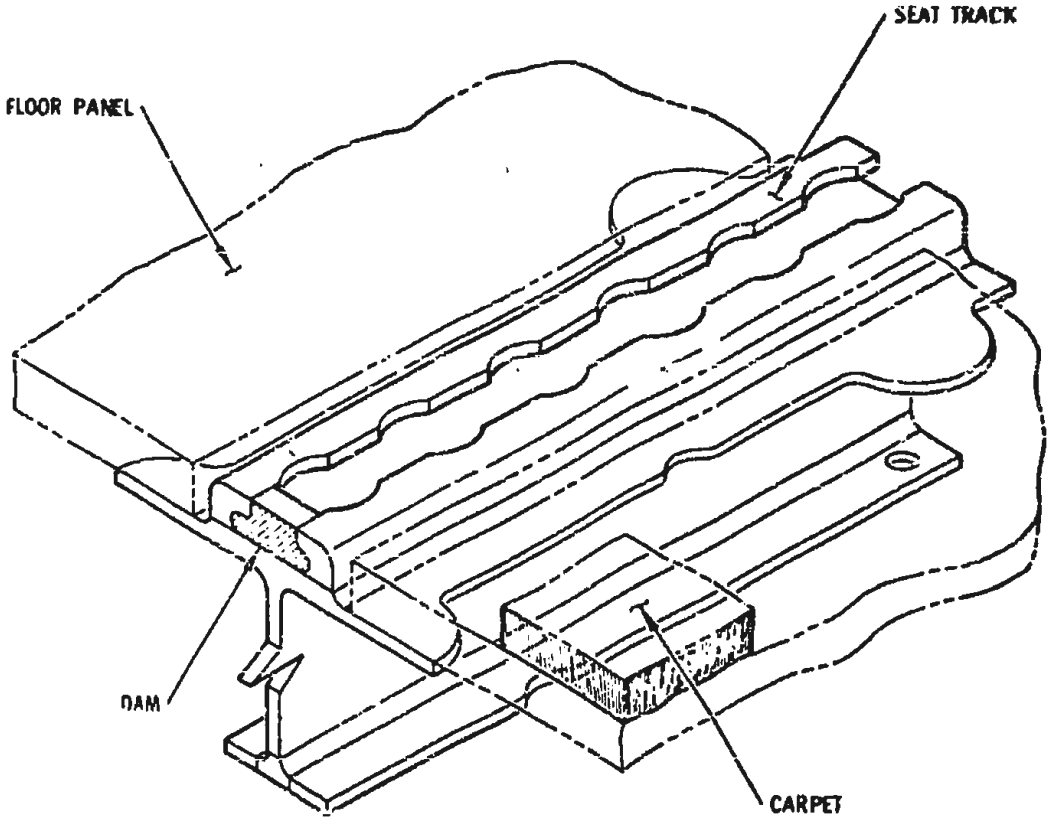
R (6) Wipe track surfaces dry with clean, dry cloth.

(7) Inspect seat track for corrosion damage (Ref. 51-23-00 and 51-21-00).

R (8) Remove corrosion from seat track (Ref. 51-21-01), refer to Structural Repair Manual 51-21-02 for corrosion treatment and prevention.

R (9) Verify seat track is within tolerable wear limit (Ref.
R Structural Repair Manual 53-21-00 Figure 807).

(10) Repair damaged seat track (Structural Repair Manual 53-21-00 Figure 808).



TYPICAL SEAT TRACK

M1-0100-25-1569

R Seat Track - Inspection and Check
R Figure 601

R EFFECTIVITY: ALL
R
001B

SERVICE CENTER SEAT TRACK - CLEANING AND PAINTING

1. General

This procedure provides information for cleaning and painting of the seat track located beneath the service center in the forward, mid and aft cabin areas. In addition, information is provided for the application of environmental sealant to the floor areas and seat track beneath the service center for corrosion protection (Ref. Fig. 701).

2. Referenced Procedure

25-34-54 Service Center Seat Track - Inspection and check

3. Equipment and Materials

Brayco 103 (MIL-C-16173 Grade I) corrosion preventative compound, Bray Oil Co., 1925 Mariana, Los Angeles, 90032 or E. F. Houghton Co., 303 West Lehigh Ave., Philadelphia, 19135, or equal

Brayco 194 (MIL-C-16173 Grade 4) corrosion preventative compound, Bray Oil Co., 1925 Mariana, Los Angeles, 90032

PR 7301K sealant, Products Research, Glendale, California, or equal

PR1341G Type I or II class B42 or B47 sealant, Products Research, Glendale, California or equal

Tape, Polyurethane Pressure Sensitive Adhesive (SJ-8562), .0085 thick x 2.00 inches x 100 feet, Minnesota Mining & Manufacturing Co., 3M Center, St. Paul, Minnesota, or equal

Tape, Nylon Lacing, Size 3, Finish C, (MIL-T-43435, Type 2), Gudebrod Bros. Silk Co., Electronic Division, 33 West Hawthrone Ave., Valley Stream, New York, 11580, or equal

Film, Polyester, Pressure Sensitive, .005 thick x 48.0 inches, Mask-off Co., 345 West Maple Ave., Monrovia, California 91016, or equal

Dry cloth

4. Cleaning/Painting

A. Procedure

(1) Perform inspection and check of the service center seat track (Ref. 25-34-54).

R (2) Brush inside of seat track to level of top surface with Brayco No. 103, (MIL-C-16173 Grade I) corrosion preventive compound, and apply freely to outside surfaces of track. Wipe off excess compound.

(3) Reinstall dam removed in Step 4A(4) of Maintenance Manual 25-34-54. Ensure dam is installed in seat track, one notch beyond edge of removed service center unit.

(4) Apply corrosion preventive compound Brayco No. 194 (MIL-C-16173, Grade 4) coating all surfaces of seat track and dam freely to ensure complete coverage.

(5) Install floor panel adjacent to seat tracks using nylon lacing tape at the base of the gap leaving the tape ends above the floor panel level (Ref. 53-22-10).

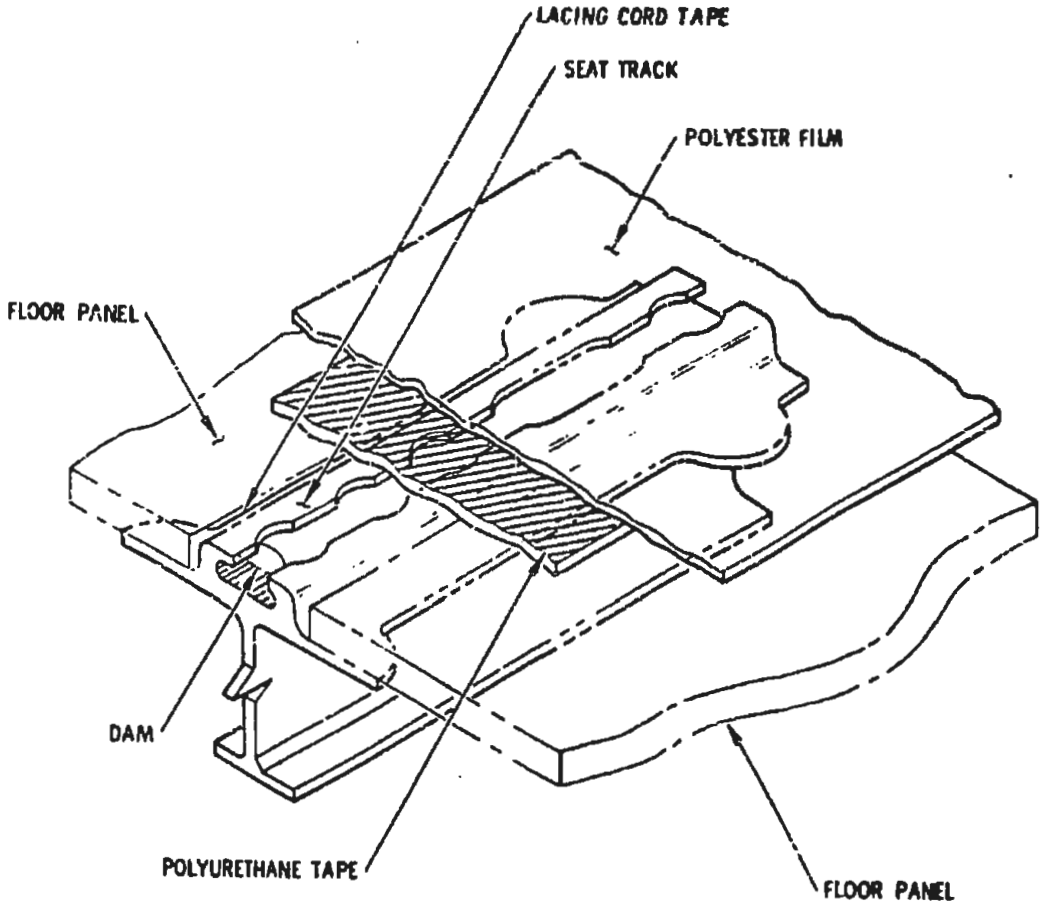
(6) Fill the remainder of gap over lacing tape with PR 1227 sealing compound leaving tape ends accessible above the sealant level. Ensure sealant is brushed into gap between floor panel and seat track and up to level of panel. Wipe off excess.

(7) Apply one continuous strip of two-inch tape (3M or equal) over seat track and floor panel extending to edge of track dam.

(8) Cover seat tracks and floor panels under service center unit with one (1) continuous sheet of polyester film extending film a minimum of six inches beyond edge of service center unit on each side.

(9) Coat all service center unit seat track fittings and attaching hardware with Brayco 194 (MIL-C-16173, Grade 4) compound.

(10) Reinstall service center unit removed in Step 4A(1) of Maintenance Manual 25-34-54.



TYPICAL SEAT TRACK SHOWING ENVIORNMENTAL SEALANT

MI-0100-25-1570

R
R Seat Track - Cleaning and Painting
Figure 701

R
R EFFECTIVITY: ALL

0018

R GALLEY OVEN - FORWARD SERVICE CENTER - REMOVAL AND INSTALLATION

R 1. General

R One Nordskog dual cavity convection oven is installed in each
R forward service Center. Each oven is attached to the service
R center at two points under the oven (Ref. Fig.401).

R 2. Referenced Procedure

R 25-34-60 Nordskog Galley Oven - Forward Service Center -
R Adjustment and Test

R 3. Removal/Installation

R A. Removal

R (1) On galley left circuit breaker panel, zone 130, open
R and tag circuit breaker:

R On aircraft 001-031,
R SVCE CTR - FWD(H18)

R On aircraft 032-999,
R FWD SATELLITE - F/C OVEN & CART RCPT(H18)

R (2) Remove attaching hardware (2 places) from under oven
R installation.

R (3) Slide oven out to gain access to electrical connector.

R (4) Disconnect electrical connector.

R (5) Remove oven from service center.

R (6) Cap exposed electrical connector ends.

R B. Installation

R (1) Verify circuit breaker opened in Step 3A(1) is opened
R and tagged.

R (2) Slide oven into position sufficiently to connect
R electrical connector.

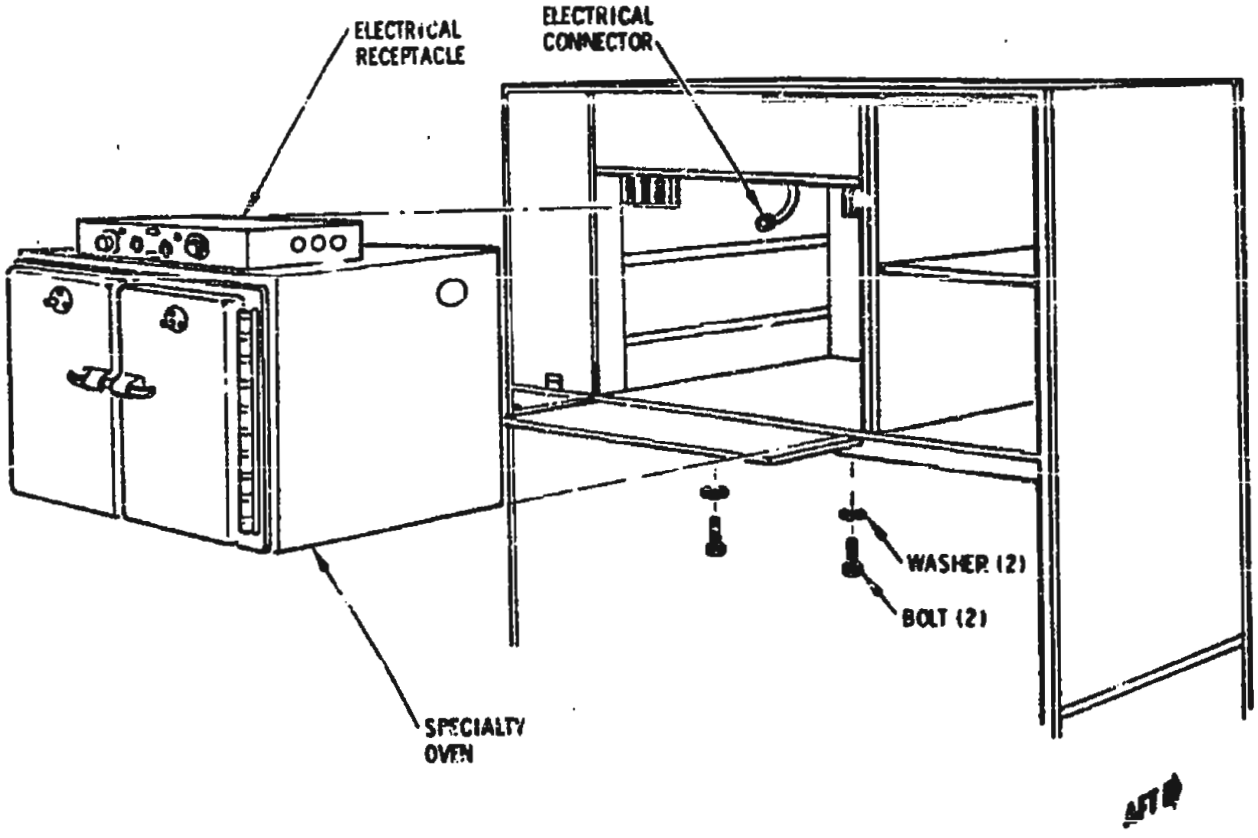
R (3) Connect electrical connector.

R R (4) Slide oven into position and align attach points (2 places).

R (5) Install attaching hardware.

R (6) Close circuit breaker opened in Step 2A(1).

R (7) Check oven for proper operation (Ref. 25-34-60, 501).



FORWARD SERVICE CENTER
(ZONE 220)

M1-0000-25-2685

R Nordskog Galley Oven - Forward Service Center - Removal and
R Installation
R Figure 401

R EFFECTIVITY: ALL

CR NORDSKOG GALLEY OVEN - FORWARD SERVICE CENTER - ADJUSTMENT and TEST

CR 1. Adjustment/Test of Galley Oven

CR A. Equipment Required:

CR (1) Source of AC external power.

CR (2) Tester Galley oven temperature, R&R 90118 or
CR equivalent.

CR B. Calibration Procedure

CR (1) Place on thermocouple of the R&R 90118 temperature
CR indicator in each oven compartment through the vent
CR hole in the door, suspending them in the center of the
CR oven with a piece of safety wire.

CR (2) Close the oven door and apply power to the galley oven
CR and turn the timer past 30 minutes.

CR (3) Adjust the thermostat control to 400°F.

CR (4) Record the time the oven requires to reach selected
CR temperature (thermostat lights out). The oven must
CR cycle in less than 8 minutes. If it does not check to
CR determine that all heating elements are operative.

CR (5) Record the temperature, as indicated on the test unit
CR indicator, for three oven cycles (to cycle oven
CR rapidly, open doors when thermostat lights are out and
CR close doors when lights come on).

CR (6) If the test unit indicator read 400°F (205°C) +15°F, no
CR further work is required.

CR (7) If the reading indicates out of tolerance, remove the
CR thermostat knob and adjust the knob to agree with test
CR unit indicator reading.

CR (8) Remove power from oven and remove test unit.

CR 2. Operational Check

CR A. Procedure:

CR (1) Close the oven doors and apply power to the galley.

CR (2) Turn the timers past 30 minutes and set them on 15 CR minutes.

CR (3) Adjust the thermostat controls to 400°F.

CR (4) The ovens must cycle off in less than 8 minutes. If CR they do not, check to determine that all heating CR elements are operative.

CR (6) Open oven doors and check that the cycle lights come CR back on. While doors are open, check for normal fan CR operation.

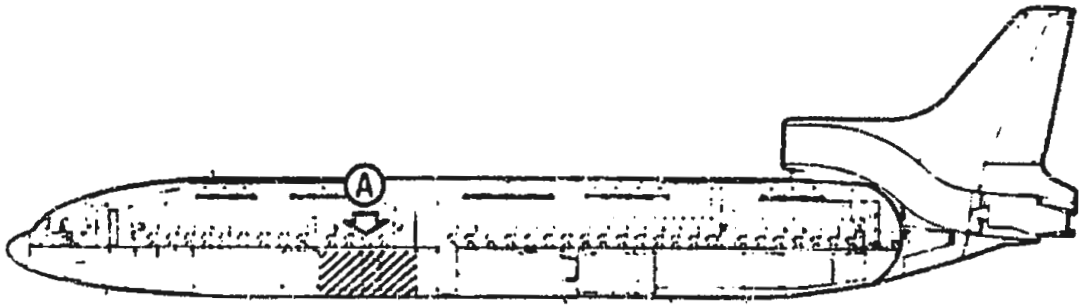
CR (6) When the timers run to 0 minutes, each should sound CR (ding) once and the oven should go off.

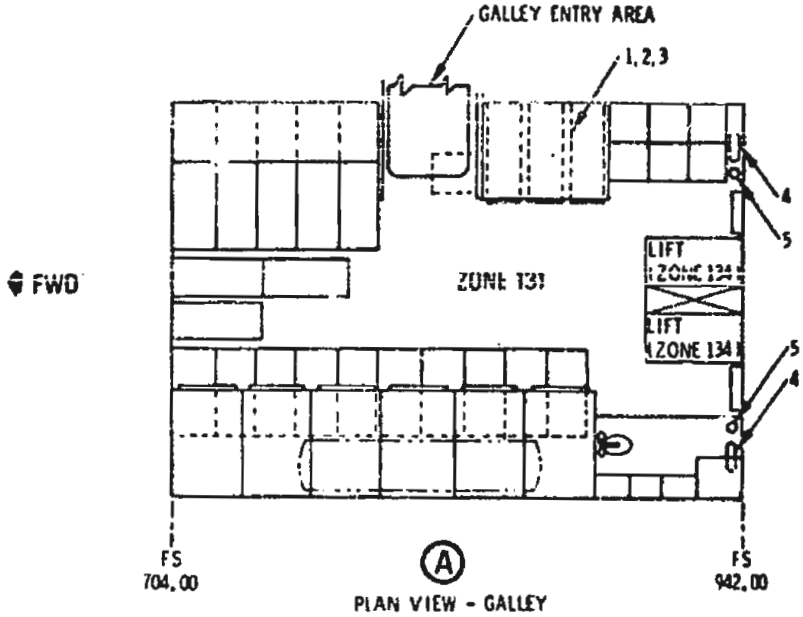
CR (7) Turn thermostats to OFF.

GALLEY LOOSE EQUIPMENT - DESCRIPTION AND OPERATION

1. General

The galley loose equipment consists of the items shown in Figure 1 and 2.





PLAN VIEW - GALLEY

ITEM NO.	DESCRIPTION	QUAN.	LOCATION	ZONE
1	ATTENDANT PURSE	2	RIGHT STORAGE CABINET	131
2	ATTENDANT OVERNIGHT CASE	2	RIGHT STORAGE CABINET	131
3	BASSINETS	4	RIGHT STORAGE CABINET	131
4	PORTABLE OXYGEN	2	AFT CABINET, LEFT AND RIGHT SIDES OF GALLEY	131
5	CO_2 FIRE EXTINGUISHER	2	AFT CABINET, LEFT AND RIGHT SIDES OF GALLEY	131

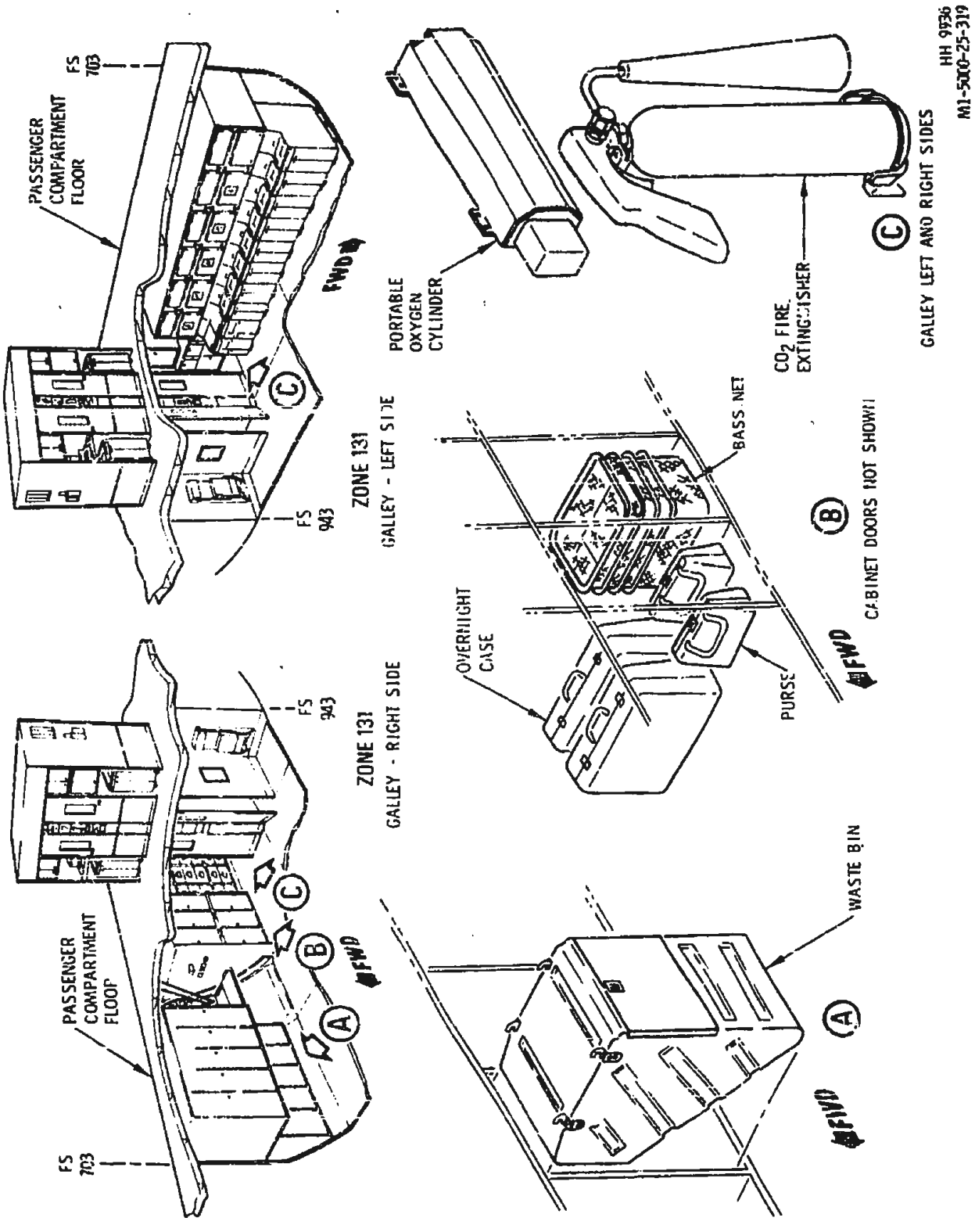
HH 9933
M1-0001-25-322

CR
CR

Galley Loose Equipment Summary
Figure 1

EFFECTIVITY: ALL

001B



Galley Loose Equipment Installation
Figure 2

LAVATORIES - DESCRIPTION AND OPERATION

1. General

Seven lavatories are installed in the passenger compartment area. Each lavatory is pressurized and temperature-controlled. Two lavatories are located forward (Ref. Fig. 1) in zones 221 and 222 (Ref. 25-00-00, Fig. 3). Five lavatories are located
R aft (Ref. Fig. 2) in zones 281 through 285.

The toilet system and wash basins are described in Chapter 38.

Major categories of equipment and furnishings within the lavatories are:

Service Modules

Lavatory Trim and Insulation

Miscellaneous Lavatory Equipment and Furnishings

A. Service Modules

The upper and lower service modules contain lavatory supplies. Modules can either be replenished when installed in the lavatory, or they can be removed from the lavatory and replaced with prefilled modules.

An oxygen mask module is located in the ceiling above each wash basin.

B. Lavatory Trim and Insulation

Insulation consists of fire-resistant, sound-retarding, fiber glass batting sections.

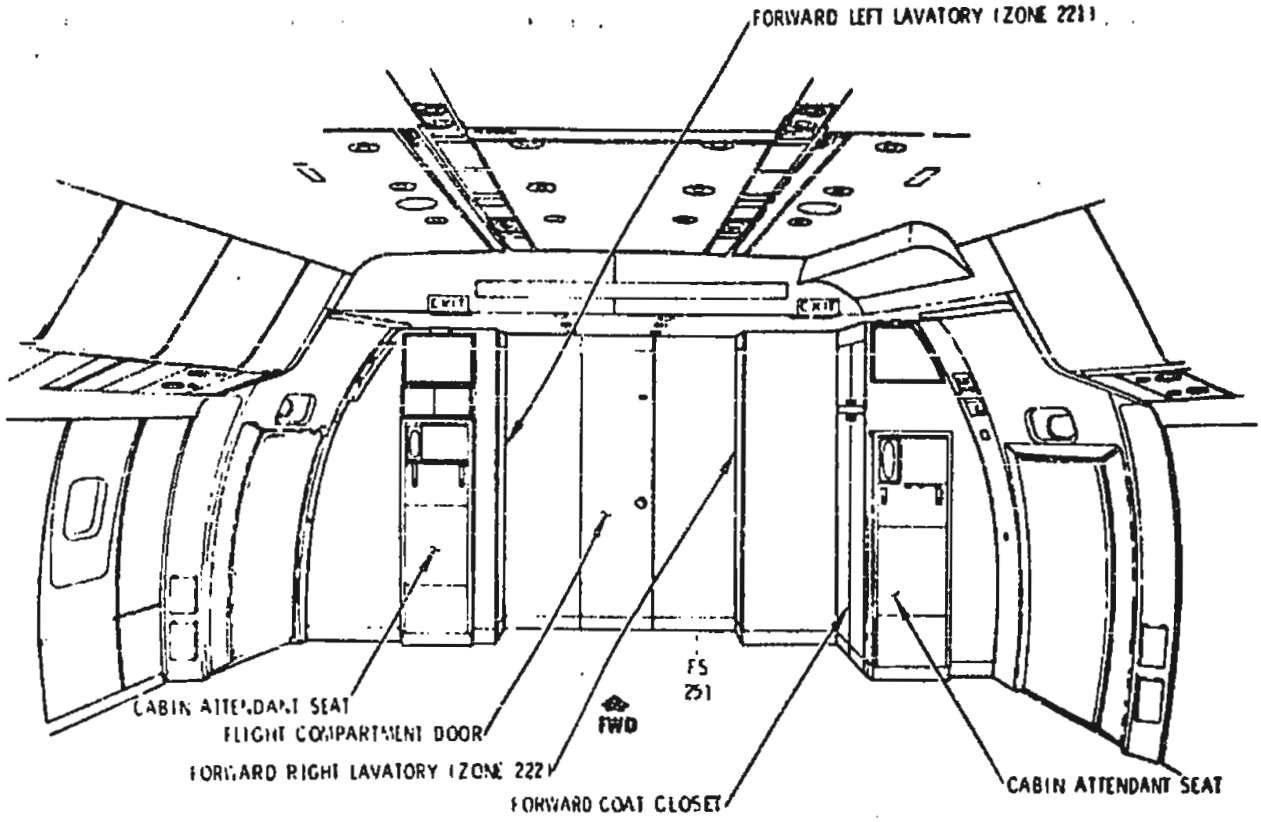
A decorative cover of Tedlar is bonded to the sidewall, ceiling, and cabinet trim panels. A shroud is installed around the toilet.

Lavatory doors are installed with an OCCUPIED-VACANT slide latch.

C. Miscellaneous Lavatory Equipment and Furnishings

An assist handle and a coat hook are installed on the wall to the right of each toilet seat.

A shatterproof mirror is installed in each lavatory.

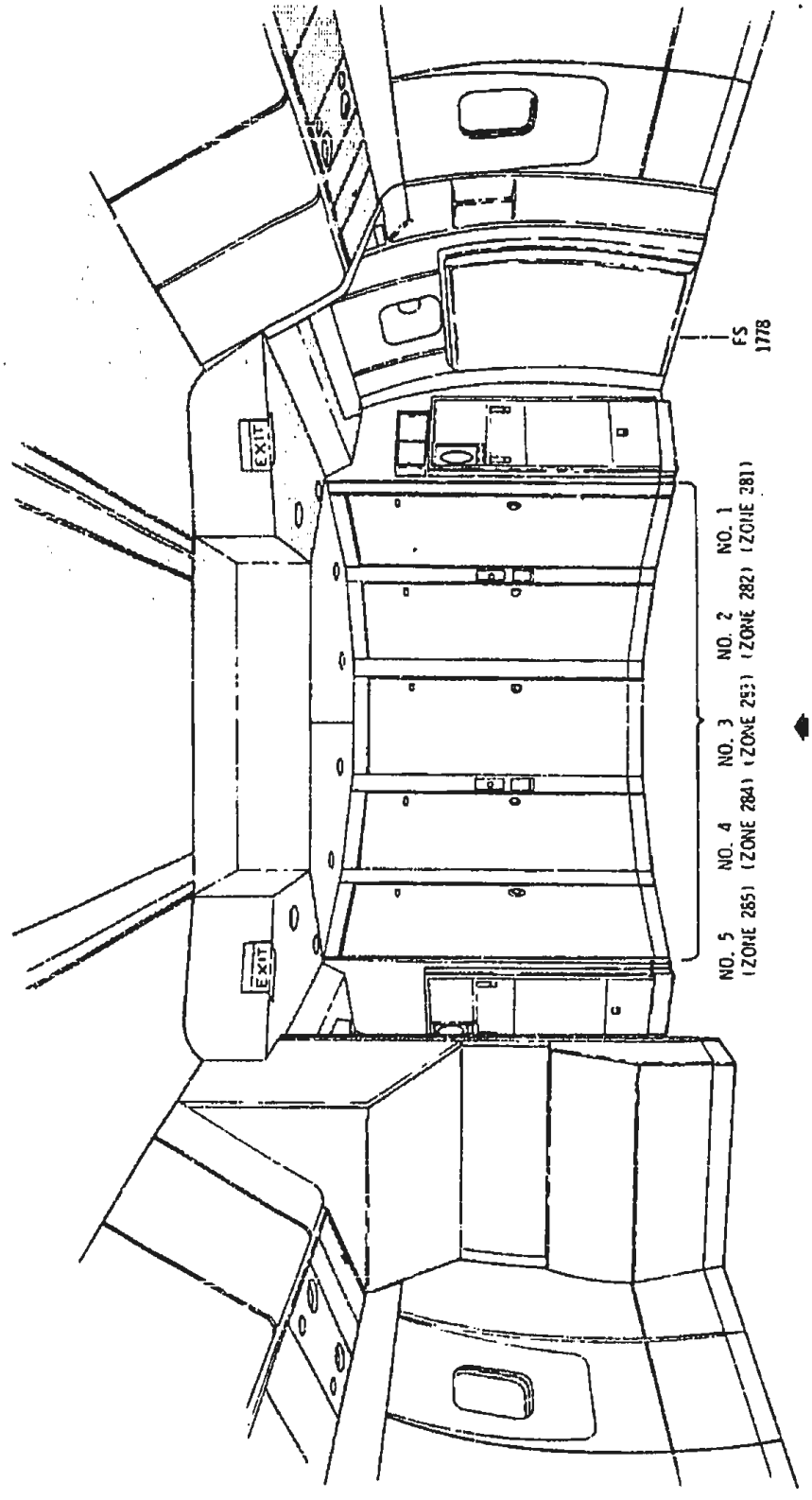


LAVATORIES
(LOOKING FORWARD)

HH 6273
M1-A00-25-080

Forward Lavatories
Figure 1

HH 6:74
M1-ADD-25-079



Aft Lavatories
Figure 2

Each lavatory is equipped with a liquid soap dispenser, an amenities tray, an ash tray, and a waste container.

One 115V ac service outlet and an electric razor power supply are installed in each lavatory.

A one-piece replaceable vinyl floor covering section is installed in the lavatories.

Wash basin cabinets and floor pans under the cabinets are installed in each lavatory.

SERVICE MODULES - DESCRIPTION AND OPERATION

1. General

An upper and a lower service module is installed in each lavatory. The modules contain miscellaneous passenger hygiene items.

2. Upper Module

A. Description

The upper module is located on the lavatory sidewall (Ref. Fig. 1). Cutouts in the module face provide access to module contents. The module face swings down for replenishing purposes.

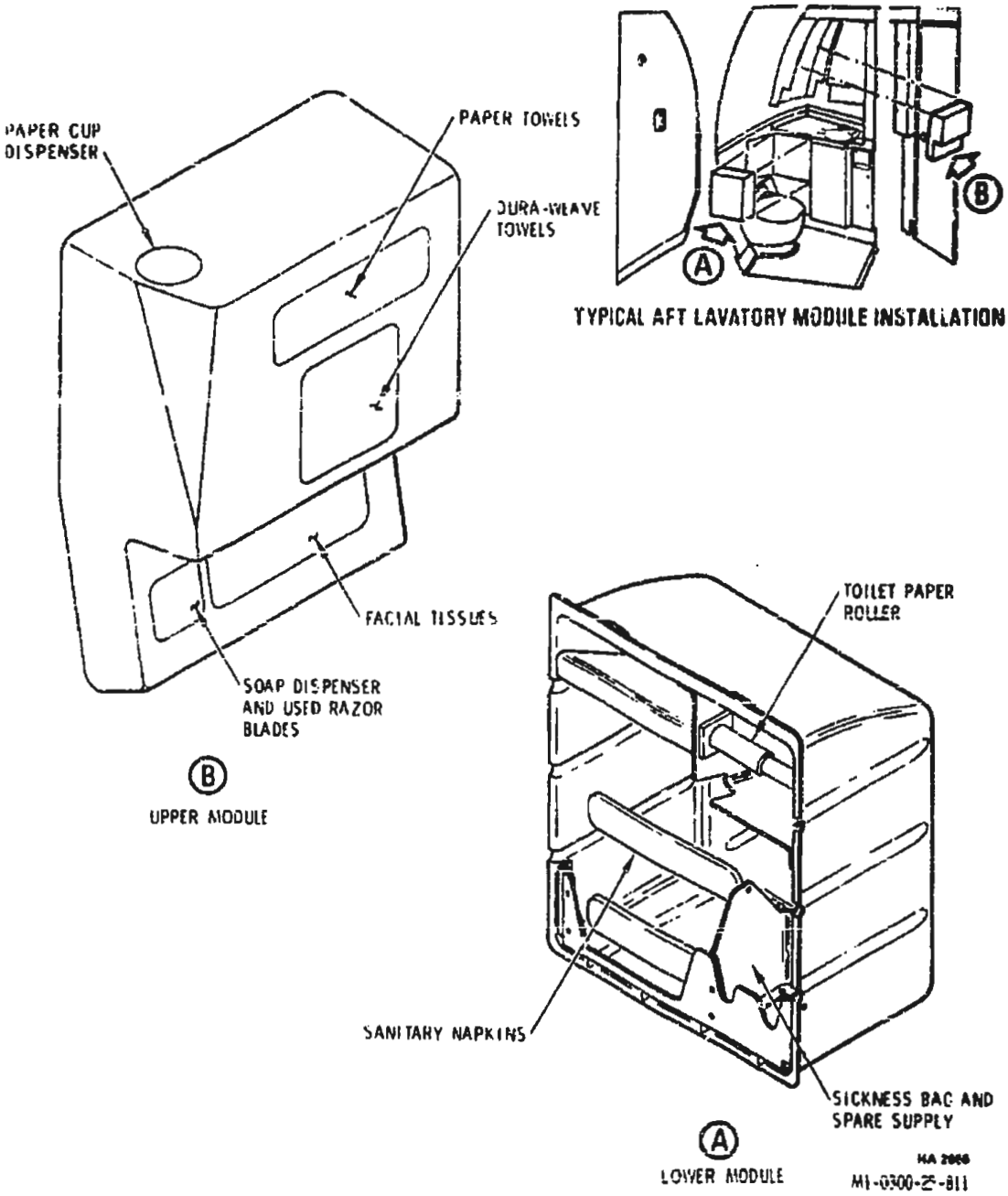
The module can either be replenished when installed in the lavatory, or it can be removed from the lavatory and replaced with a prefilled module.

3. Lower Module

A. Description

R The lower module is located in the washbasin cabinet (Ref.
R Fig. 1). Cutouts in the module face provide access to module contents. The module face swings out for replenishing purposes.

The module can either be replenished with supplies when installed in the lavatory, or it can be removed from the lavatory and replaced with a prefilled module. Removal of the module provides access to the water system heater and filter.



R Lavatory Service Modules
R Figure 1

EFFECTIVITY: ALL

C

LAVATORIES - INSPECTION/CHECK

C 1. General

C A. This procedure provides instructions for checking the
CR lavatory waste compartment doors and general lavatory area.

C 2. Examine Lavatory Compartment Area

C A. Assure that a "NO SMOKING" placard or symbol is installed on
C each side of the lavatory door.

C B. Assure that an ashtray is installed outside of or adjacent
C to the lavatory door.

C C. Check that the trash disposal door is held closed by a
C spring and that door contacts seal around entire periphery
C of the door.

C D. Check all lavatory paper and linen waste receptacle
C enclosure access doors and disposal doors for damage and
C deformation and for proper operation, fit, sealing, and
C latching.

C NOTE: Properly fitting doors restrict movement of air into
C cabinets or receptacles, thereby assisting in the
C containment of any possible trash fires.

CR Polyurethane foam tape (47-4130) or equivalent may be
CR used to repair or replace flexible door seals
CR specified in IPC. In order to assure the same
CR airflow control function, the replacement seal
CR material must be of the same width and location as
CR the original part. Multiple thicknesses may be used
CR as necessary to assure seal.

C E. Check wiring, terminal boxes, switches, and water heaters
C for evidence of overheat, loose terminals, and corrosion.

C F. Check the general trash compartment area for trash,
C especially around the water heater.

C G. Assure that the latches and hinges on the trash compartment
C door under the sink are in proper operating condition and
C are adjusted to assure that the latch and striker or plate
C match up properly, whether the latch be a mechanical type or
C magnetic type.

C H. Assure that the cracks, holes, and open seams in the trash
C compartment area that actually contains the trash container
C are sealed with silicone "silastic" sealant and/or 3M363 or
C Y435-2 aluminum tape to restrict airflow from the
C compartment.

C I. Assure that the baffle between the water heater and trash
C compartment is installed.

CR J. When lavatory walls are covered with off-white vinyl
CR (53-1009), use almond tile caulk (50-0020) to seal corner
CR joints. Wipe excess with damp sponge.

C 3. Placarding of Lavatory

C A. When lavatory cannot be made serviceable before departure,
C install "LAVATORY OUT OF ORDER" placard, TWA Stk. Nbr.
C 46-5541, to the lavatory above the door lock/aisle side
C where placard will be visible to the passenger. When
C lavatory is made serviceable, remove "LAVATORY OUT OF ORDER"
C placard. Appropriate logbook entries should accompany
C placarding action.

UPPER MODULE - REMOVAL AND INSTALLATION

1. General

An upper module is installed in each aft and forward lavatory, zones 221, 222 and 281 through 285. All upper modules are removed and installed identically (Ref. Fig. 401).

2. Removal/Installation

A. Removal

(1) Release latch at side of trim shroud assembly.

(2) Rotate (swing) trim shroud assembly to the open position to expose module.

(3) Unlock (rotate) and disengage quick-release latch at top of module.

(4) Lift module to disengage module from lower clips and trim shroud assembly.

(5) Remove module from aircraft.

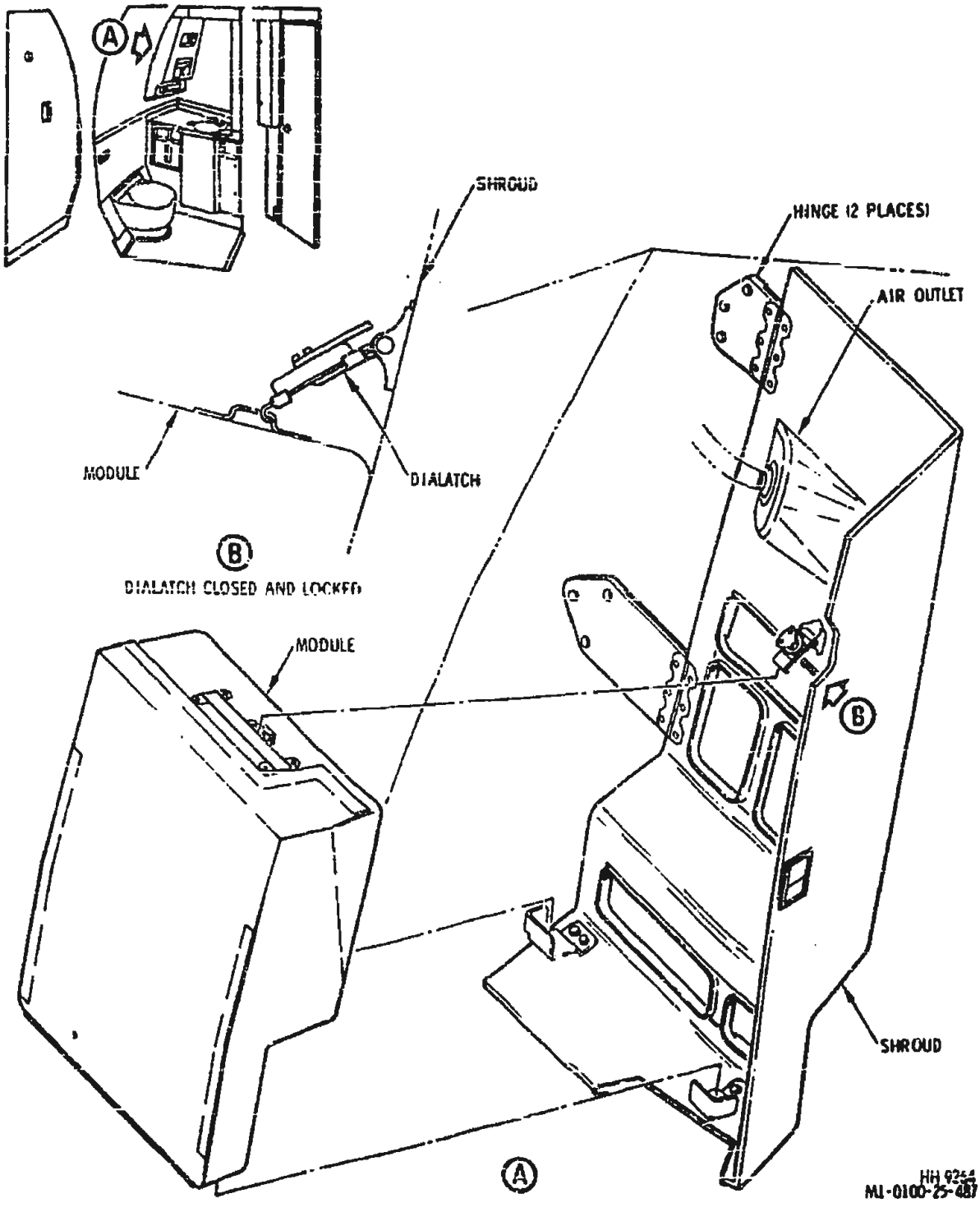
B. Installation

(1) Position module into trim shroud assembly, and lower to engage shroud clips.

(2) Engage and lock (rotate) the quick-release latch at top of module.

R (3) Rotate (swing) the trim shroud assembly to the closed position.

(4) Lock the latch at side of trim shroud assembly.



R
R

Upper Module - Removal and Installation
Figure 401

LOWER MODULE - REMOVAL AND INSTALLATION

1. General

A lower module is installed in each aft and forward lavatory, zones 221, 222, and 281 through 285. All lower modules are removed and installed identically (Ref. Fig. 401).

2. Removal/Installation

A. Removal

(1) Unlock and open door to gain access to module.

(2) Pull module sufficiently to release Hedlock fasteners at top of module.

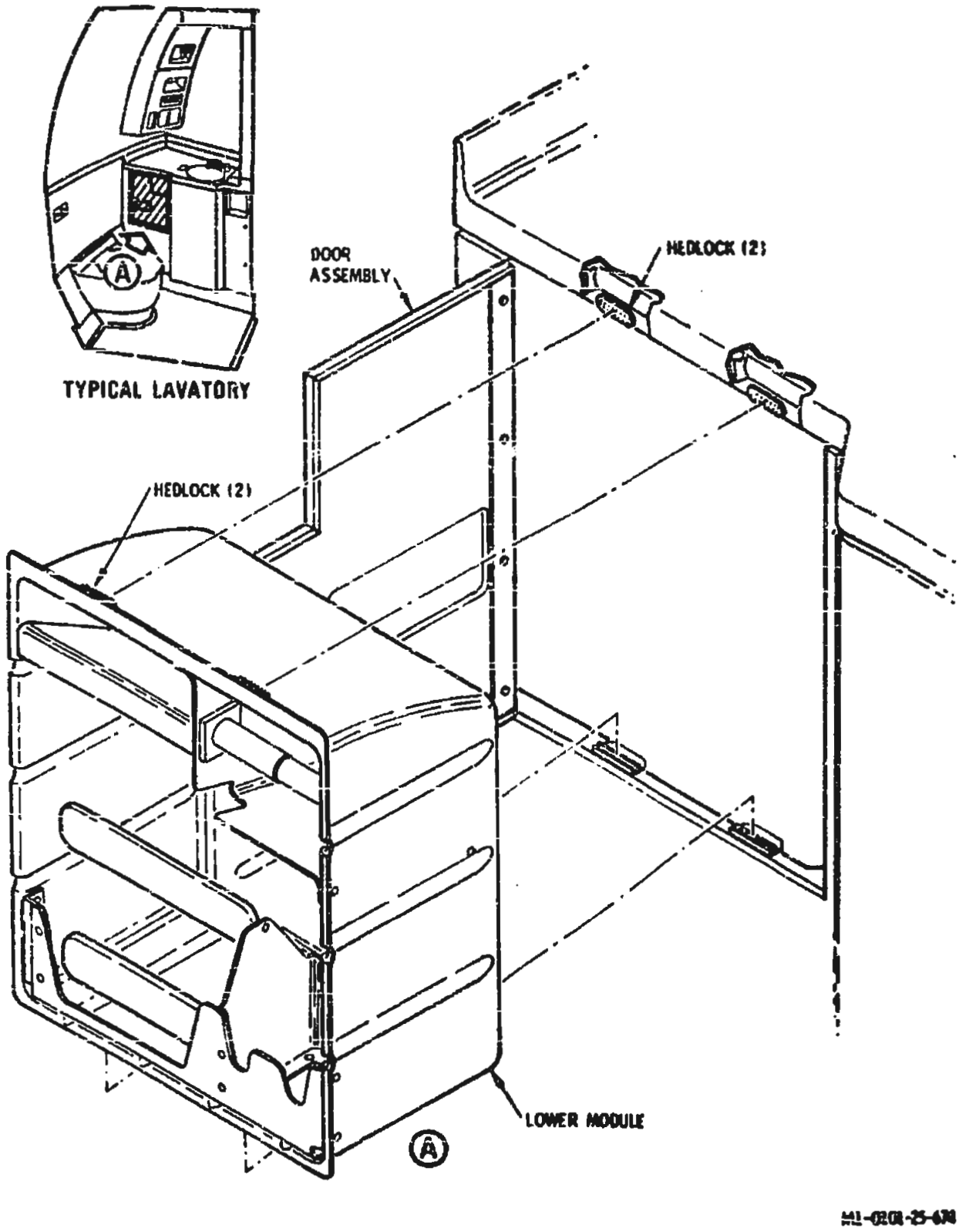
(3) Pull module upward to detach from lower retainer clips, and remove from aircraft.

B. Installation

(1) Position module into lower retainer clips.

(2) Push module sufficiently to engage Hedlock fasteners at top of module.

(3) Close and lock door to module.



R Lower Module - Removal and Installation
R Figure 401

LAVATORY TRIM - DESCRIPTION AND OPERATION

1. General

Each lavatory is acoustically insulated and lined. Decorative trim panels cover the sidewalls and ceiling. Fire-and-moisture-resistant insulation blankets are installed between structure and trim panels. Coving is installed at the
R base of lavatory sidewalls. Shrouds are mounted around toilet
R modules.

R 2. Forward Trim Panels and Shroud

R A. Description

R The trim panels are made of honeycomb core material (Ref.
R Fig. 1). Fire-resistant fabric is installed on each side of
R panel. A layer of decorative Tedlar is laminated to inboard side of each trim panel.

3. Aft Trim Panels and Shroud

A. Description

The aft trim panels and shroud (Ref. Fig. 2) are identical
R to forward trim panels and shroud except for size and location.

4. Forward Insulation

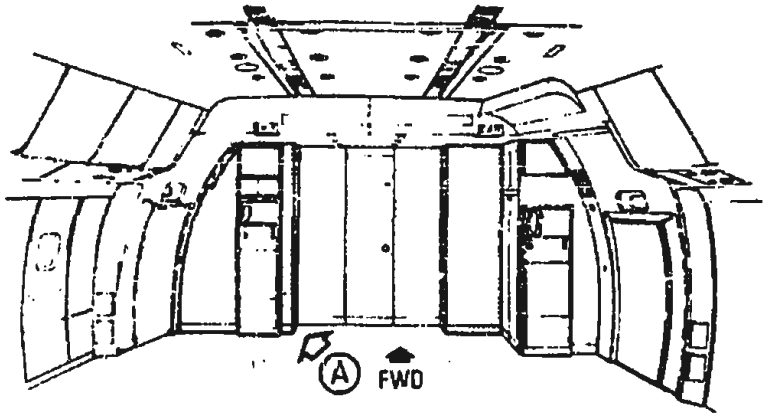
A. Description

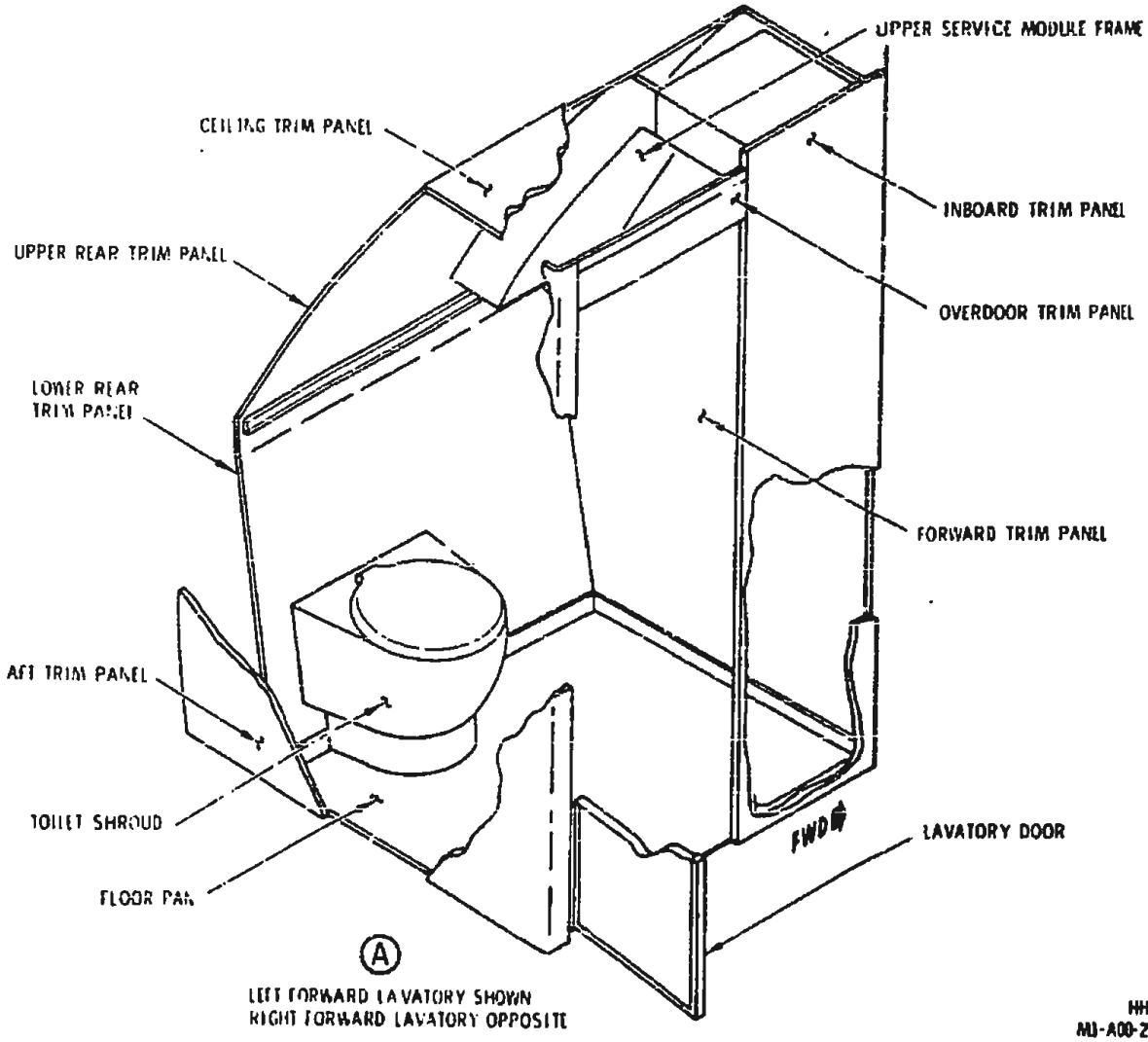
R Insulation blankets are installed in lavatory. The blankets
R are constructed of fiber glass. The blankets are
R fire-retardant, moisture-resistant, and have thermal and
R acoustical properties. The blankets follow structural
R contour. Plastic stud retainers hold blankets in place.

5. Aft Insulation

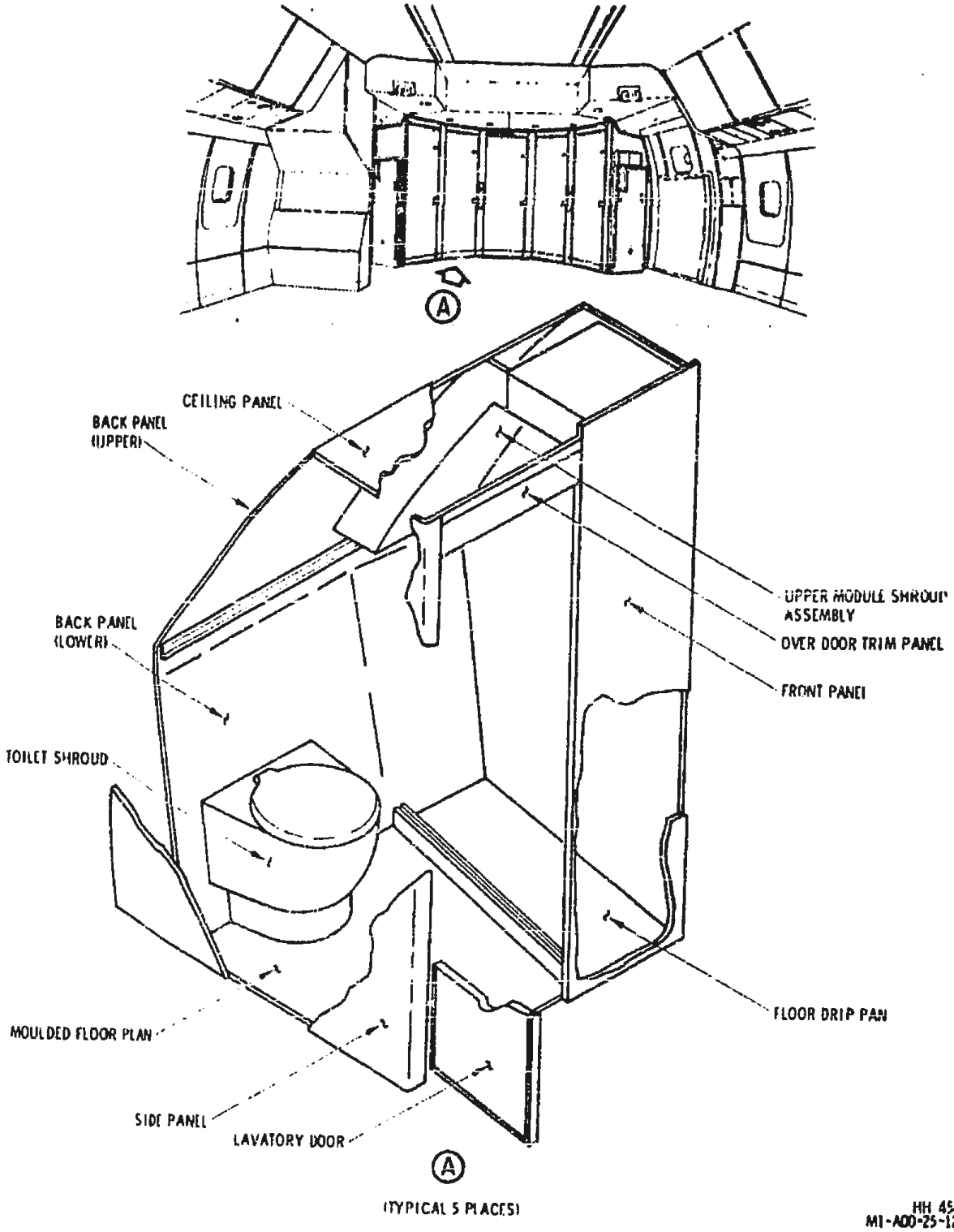
A. Description

R The aft insulation is identical to forward insulation except for size and location.





Forward Lavatory Trim and Shroud Panels
Figure 1



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MI-A00-25-126

R Aft Lavatory Trim and Shroud Panels
R Figure 2

6. Left Opening Door

A. Description

The left forward and aft lavatories are equipped with a left opening slab door (Ref. Fig. 3). The door is constructed of honeycomb core material. Fire resistant glass fabric is
R installed on each side of door. A layer of decorative
R Tedlar is laminated to each side of door. A continuous type
R hinge is mounted to door. The hinge is attached to lavatory
R partition. The door is equipped with an interior spring
R lock door latch (knob). An OCCUPIED-VACANT slide latch is
R also mounted in door.

7. Right Opening Door

A. Description

The right forward lavatory and all aft lavatories are equipped with a right opening slab door (Ref. Fig. 3).

8. Occupied-Vacant Slide Latch

A. Description

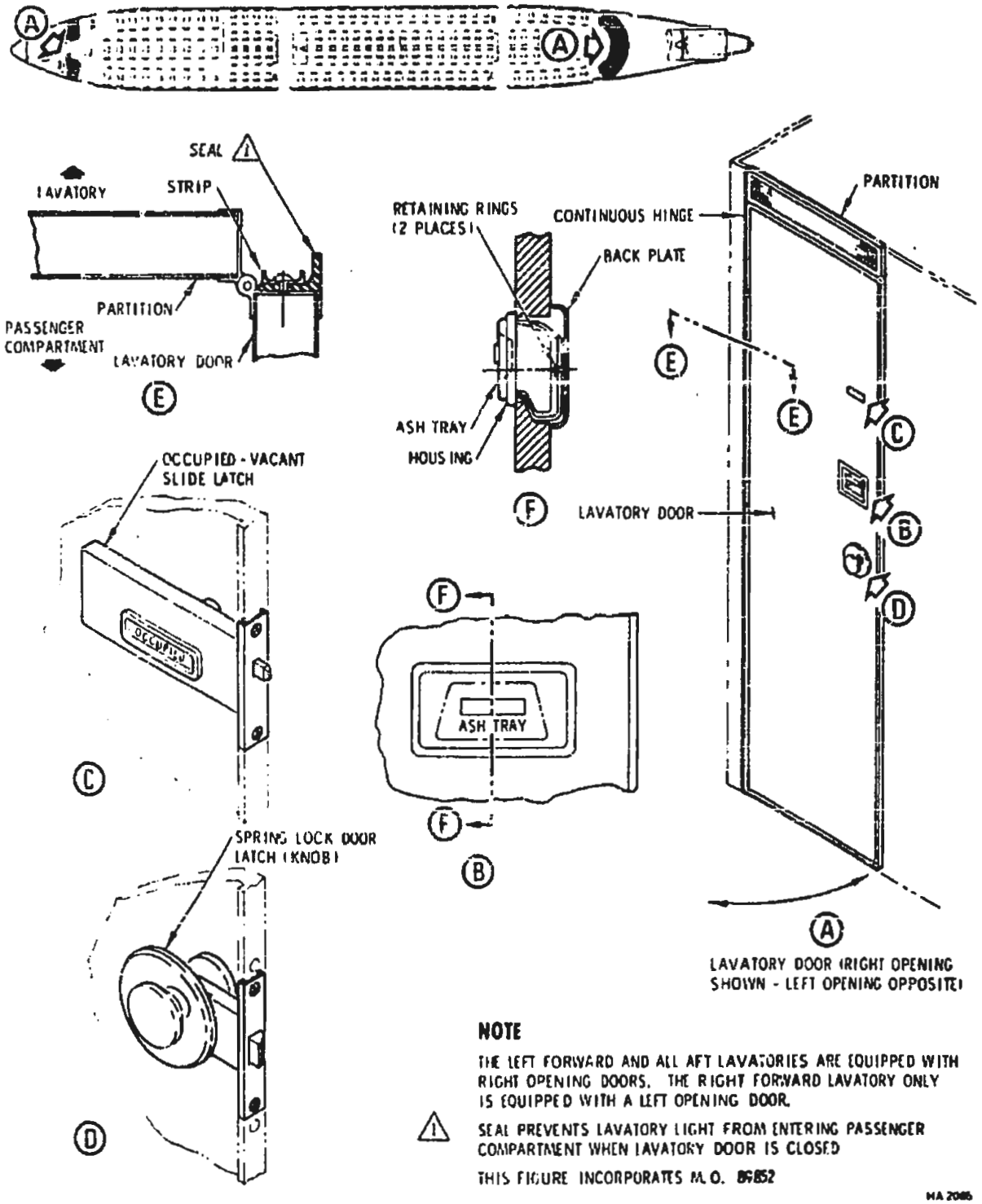
An OCCUPIED-VACANT slide latch is attached to each lavatory
R door. The latch is only operable from inside lavatory.
R Only one word at a time is visible from passenger
R compartment side of door. The latch is made of translucent
R material. Light from lavatory passes through latch to
R provide readability. A blunt tool used in emergency slot in
R slide latch permits lavatory door to be opened from the
R passenger compartment side.

R Lavatory OCCUPIED lights are installed in the passenger
R compartment (Ref. Chapter 33). The lavatory OCCUPIED and
R interior lights are electrically connected to movie projectors. The aft OCCUPIED lights are on only when all five aft lavatories are occupied. The forward OCCUPIED lights are on only when both forward lavatories are occupied.

9. Interior Spring-lock Door Latch

A. Description

Each lavatory door is equipped with an interior spring-lock
R door latch. The spring lock retains door in the closed



NOTE

THE LEFT FORWARD AND ALL AFT LAVATORIES ARE EQUIPPED WITH RIGHT OPENING DOORS. THE RIGHT FORWARD LAVATORY ONLY IS EQUIPPED WITH A LEFT OPENING DOOR.

1 SEAL PREVENTS LAVATORY LIGHT FROM ENTERING PASSENGER COMPARTMENT WHEN LAVATORY DOOR IS CLOSED

THIS FIGURE INCORPORATES M.O. 86852

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Lavatory Door
Figure 3

R position. A knob is mounted on interior and exterior sides
R of latch. The door latch is released by rotating the knob.

R OCCUPIED-VACANT SLIDE LATCH - REMOVAL AND INSTALLATION

1. General

R An occupied-vacant slide latch is mounted to each lavatory door. All latches are removed and installed identically (Ref. Fig. 401).

2. Removal/Installation

A. Removal

(1) Open lavatory door.

(2) Remove (unscrew) knob from latch assembly.

(3) Remove screws attaching latch plate to latch assembly.

(4) Pull and remove latch assembly from door.

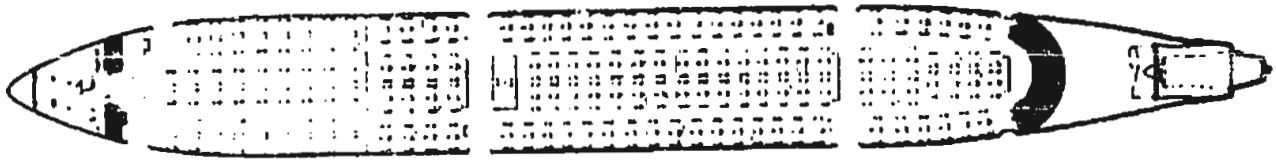
B. Installation

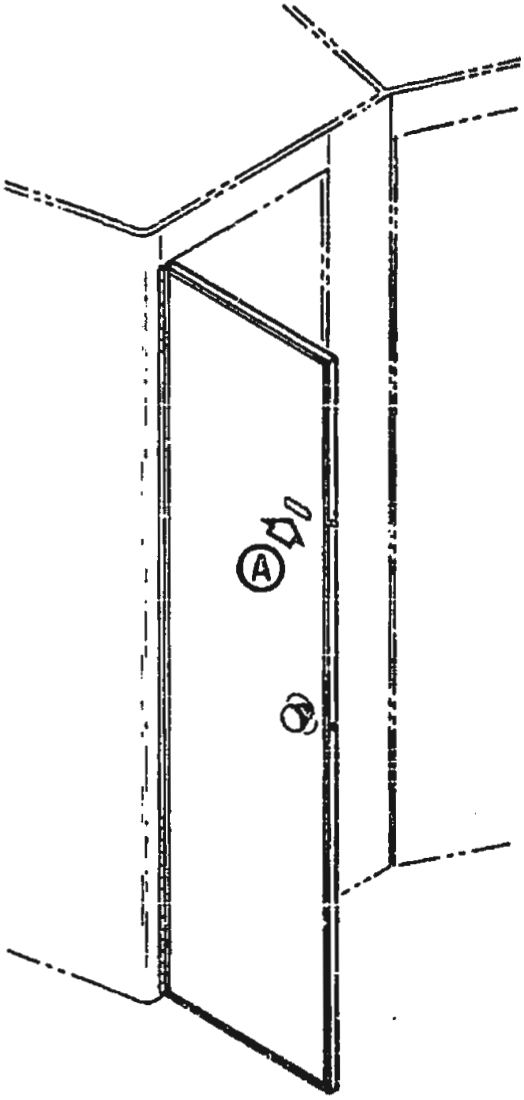
(1) Insert latch assembly into door cutout.

(2) Install latch plate to latch assembly with screws.

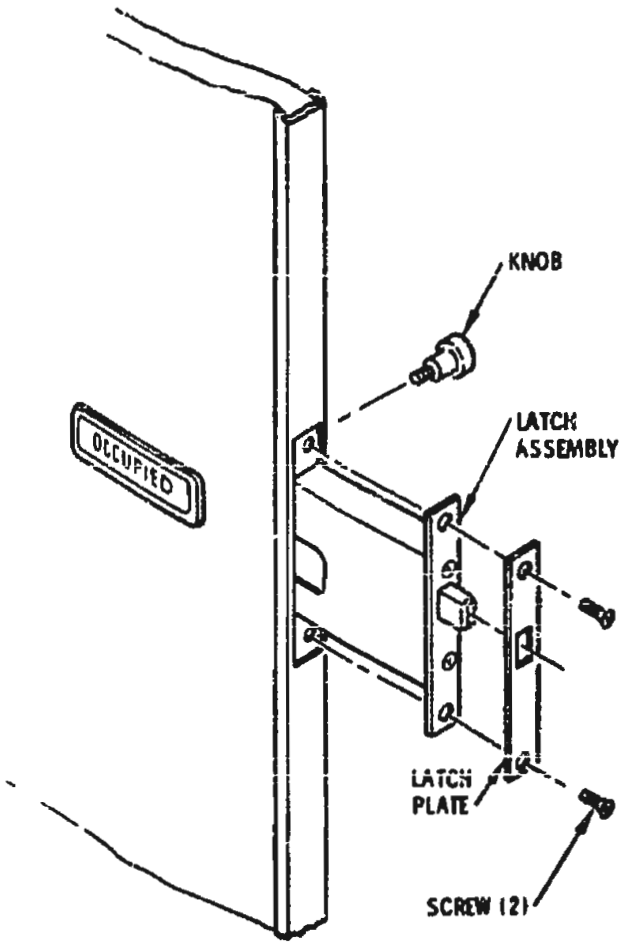
(3) Install knob to latch assembly.

(4) Close lavatory door.





TYPICAL LAVATORY DOOR



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M1-0101-25-402

R R Occupied-Vacant Slide Latch - Removal and Installation
Figure 401

C INTERIOR SPRING LOCK DOOR LATCH - REMOVAL AND INSTALLATION

C 1. General

C Removal and installation of the interior spring lock door latch
C is identical for all lavatories.

C 2. Removal/Installation

C A. Removal

C (1) Unscrew setscrew on door knob located on inside of
C lavatory door (Ref. Fig. 401) and remove knob.

C (2) Slide out outside knob assembly and shaft and remove
C circular escutcheon plate complete with bushing.

C (3) Remove screws (2) from trim plate on edge of door and
C remove trim plate.

C (4) Remove screws (2) from edge of door and remove latch
C assembly complete with inside rectangular escutcheon
C plate (escutcheon bonded to latch casing).

C B. Installation

C (1) Install latch assembly, complete with inside
C rectangular escutcheon, in door with screws (2).

C (2) Install trim plate on edge of door with screws (2).

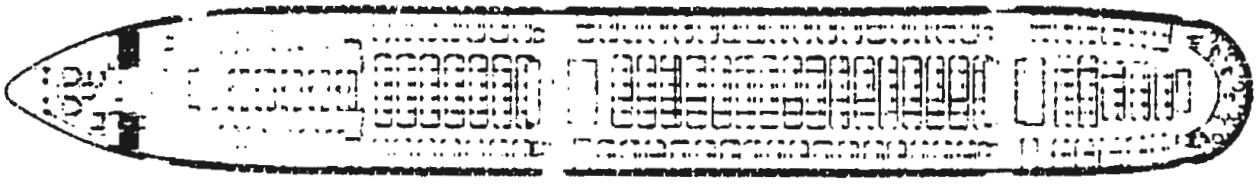
C (3) Assemble circular escutcheon plate with bushing on
C outside knob shaft and install the assembly, sliding
C the shaft through latch assembly.

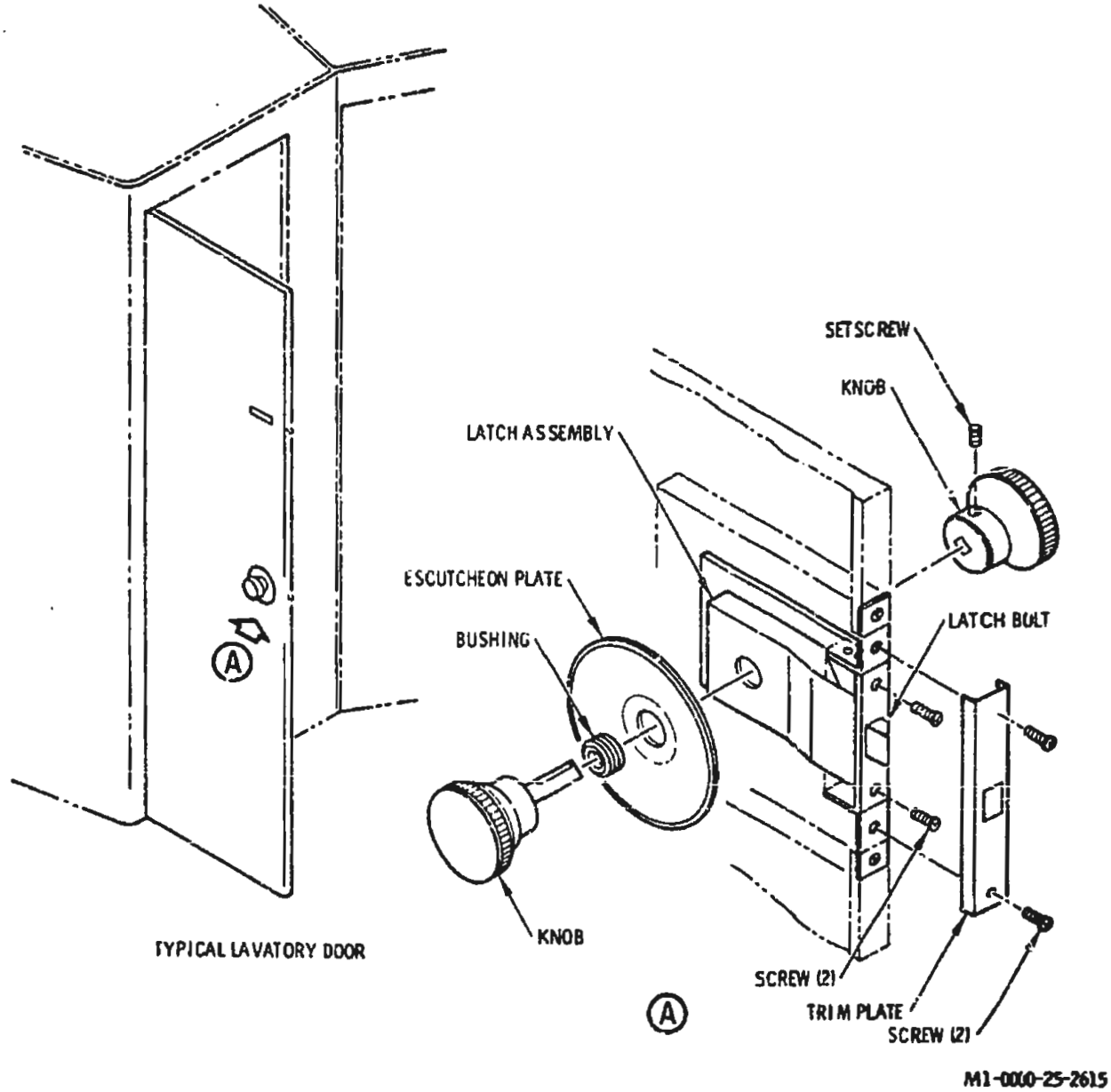
C (4) Install inside knob on shaft with setscrew positioned
C over notch in shaft.

C NOTE: Knob assembly must be positioned such that all
C end float of shaft is eliminated.

C (5) Secure inside knob by tightening setscrew.

C (6) Check that latch operates freely and that the latch
C bolt is withdrawn when knob is turned in either
C direction.





CR Interior Spring Lock Door Latch - Removal and Installation
CR Figure 401

FORWARD LAVATORIES CEILING ASSEMBLY - REMOVAL AND INSTALLATION

1. General

The removal and installation procedure is similar for the forward left and forward right lavatories (Ref. Fig. 401).

2. Referenced Procedures

25-41-01	Upper Module - Removal and Installation
33-27-01	Forward Lavatory Lighting Fixtures - Removal and Installation
35-21-10	Lavatories, Cabin Attendant, and Food Service Specialist Mask Rack - Removal and Installation

3. Removal/Installation

A. Removal

(1) On Flight Engineer/Second Officer overhead circuit breaker panel CB2, zone 215, open and tag circuit breakers FWD LAV RAZOR OUTLET (A1) and PASSENGER SERVICE HOST ADVSY IND (C8). R R

(2) Remove oxygen module from ceiling panel (Ref. 35-21-10).

(3) Remove upper module (Ref. 25-41-01).

(4) Remove lighting fixture from ceiling panel (Ref. 33-27-01).

(5) Remove trim strip from trim.

NOTE: The trim strip snaps into trim.

(6) Remove screws attaching trim to panel and remove trim.

(7) Remove screws attaching panel to structure and remove panel.

(8) On top of ceiling panel, gain access to screws and Velcro tape strips attaching hood to panel, and structure. Remove hood.

(9) Remove ceiling panel attachment screws, and remove ceiling panel.

B. Installation

R (1) Verify that circuit breakers opened in Step 3A(1) are open and tagged.

(2) Position ceiling panel and install attachment screws.

(3) Install hood.

(4) Position panel and install attachment screws.

(5) Install screws attaching trim to panel.

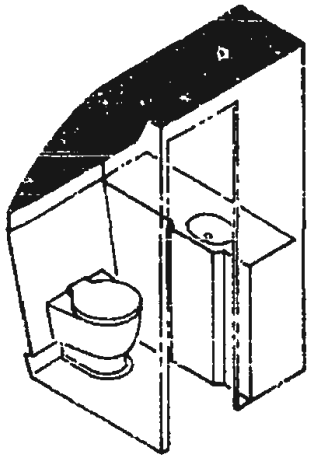
R (6) Install trim strip removed in Step 3A(5).

(7) Install lighting fixture (Ref. 33-27-0).

(8) Install upper module (Ref. 25-41-01).

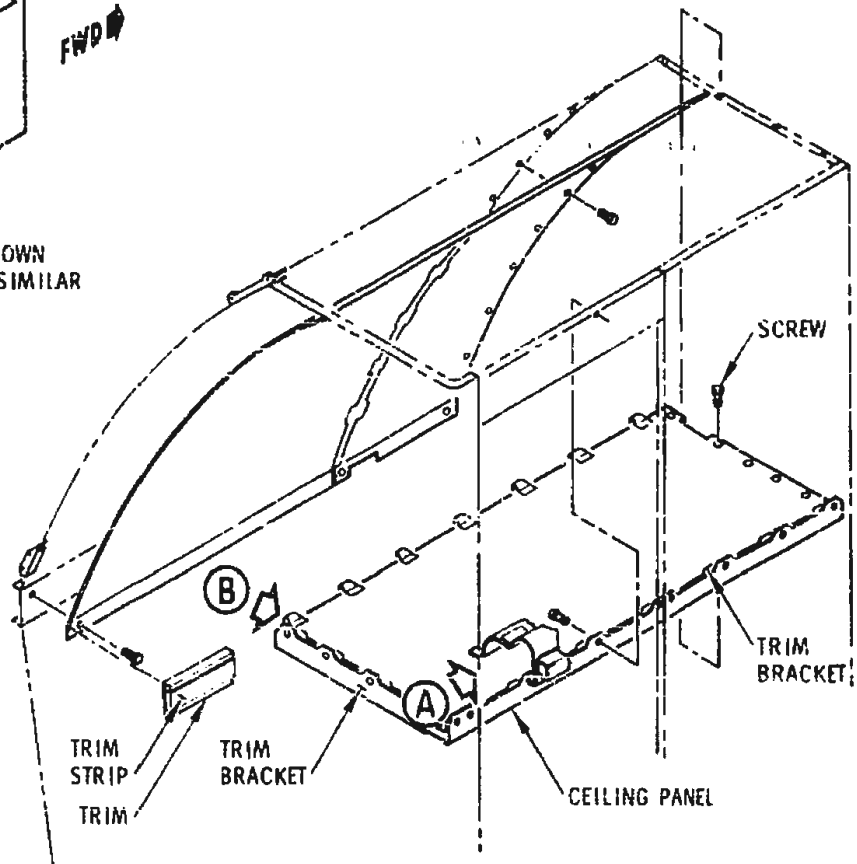
(9) Install oxygen module (Ref.35-21-10).

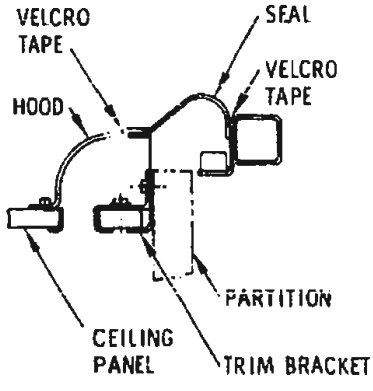
(10) Close circuit breaker opened in Step 3A(1).



FWD

FORWARD LEFT LAVATORY - SHOWN
FORWARD RIGHT LAVATORY - SIMILAR





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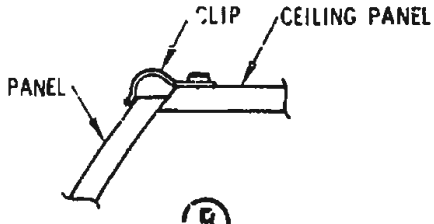


B

M1-0100-25-464

R Forward Lavatories Ceiling Assembly - Removal and Installation
R Figure 401

R EFFECTIVITY: ALL
R
001E

FORWARD LAVATORY PARTITION - REMOVAL AND INSTALLATION

1. General

The forward lavatory partition consists of the aft, forward, inboard, and header panels. Each panel is constructed of honeycomb sandwich panel, and is bolted to the floor and frame structure. The removal and installation procedure is similar for the forward left and forward right lavatory (Ref. Fig. 401).

2. Referenced Procedures

25-21 01	Forward Attendant Seat - Removal and Installation
25-26-15	Forward Attendant Control Panel - Removal and Installation
25-42-09	Forward Lavatory Ceiling Assembly - Removal and Installation
25-43-13	Forward Lavatory Floor Pan - Removal and Installation
25-43-14	Forward Lavatory Wash Basin Cabinet - Removal and Installation

3. Removal/Installation

A. Removal

R (1) On galley right circuit breaker panel, zone 131, open
R and tag circuit breaker ORDINANCE SIGNS RTN TO CABIN
R (A20).

(2) On Flight Engineer/Second Officers overhead circuit breaker panel CB2, zone 215, open and tag circuit
R breaker FWD CLOSET AND LAV LT (K7).

(3) Remove forward attendant control panel (Ref. 25-21-01).

(4) Remove forward attendant seat (Ref. 25-26-15).

(5) Remove lavatory floor pans (Ref. 25-43-13).

(6) Remove lavatory wash basin cabinet (Ref. 25-43-14).

(7) Remove lavatory ceiling panel (Ref. 25-42-09).

(8) Remove equipment stowed in forward panel door (if applicable).

(9) Remove header and trim strip.

(10) Remove scuff trim around base of partition.

NOTE: Floor scuff trim is installed with double face tape.

(11) Remove screws attaching panels to floor structure, and to support channel.

(12) Gain access to flight compartment and remove cover.

NOTE: The cover snaps into the retainer in the inboard panel.

(13) Remove screws attaching inboard panel to forward panel.

(14) Disconnect electrical connectors.

(15) Remove panels.

B. Installation

(1) Verify that circuit breaker panels opened in Step 3A(1) and 3A(2) are open and tagged.

(2) Position panels, and install attachment screws to floor and frame structures.

NOTE: Panels must be supported manually until screws are installed.

(3) Connect electrical connectors.

(4) Gain access to flight station and install inboard panel attachment screws.

(5) Install cover to inboard panel.

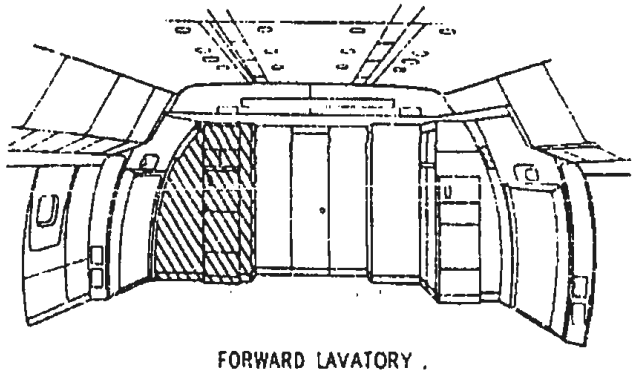
NOTE: The cover snaps into the retainer in the inboard panel.

(6) Install header and trim strips.

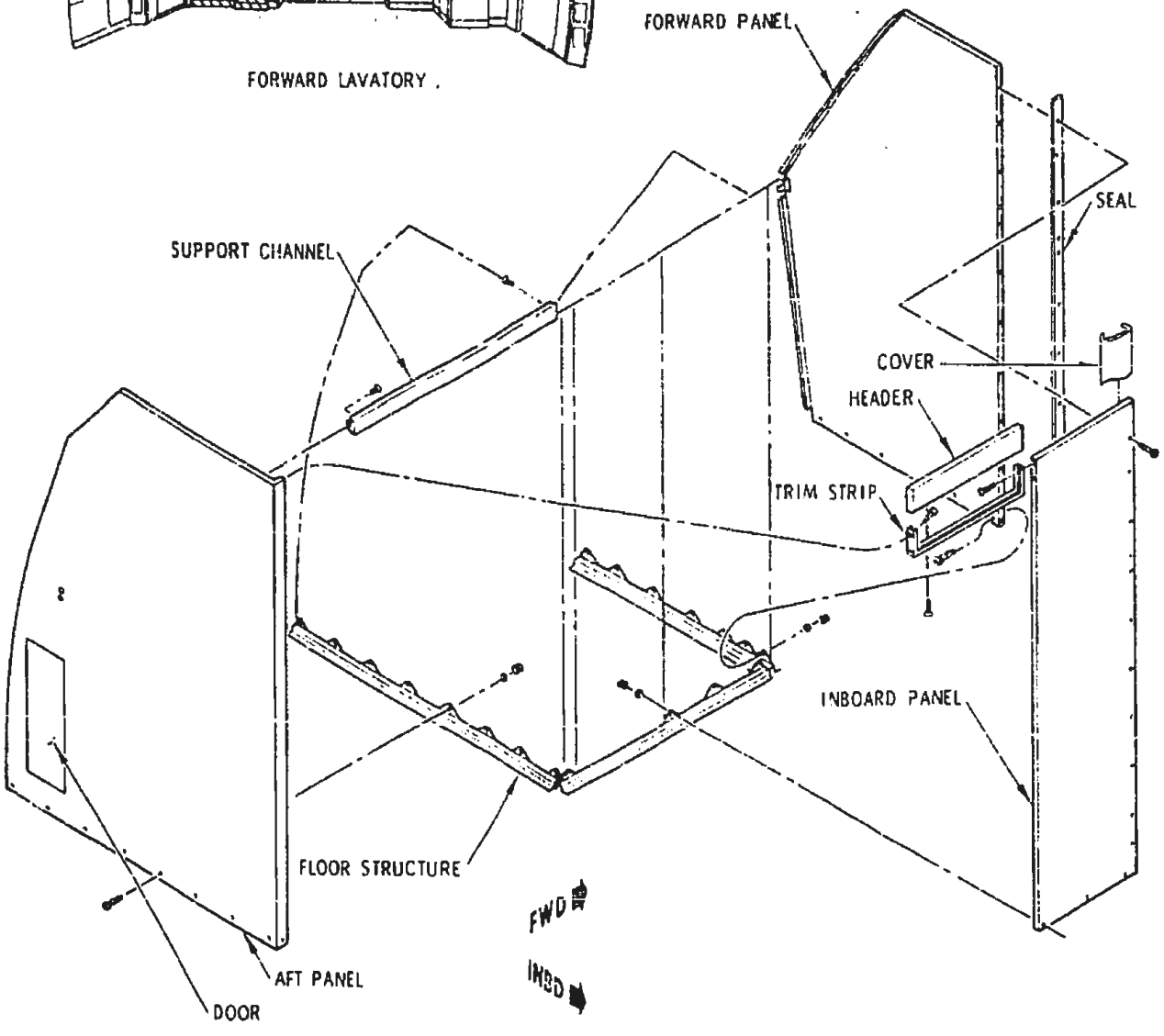
(7) Install items removed in Step 3A(3) through 3A(7).

(8) Install scuff trim removed in Step 3A(1).

R R (9) Remove tags and close circuit breakers opened in Step 3B(1).



FORWARD LAVATORY



M1-0100-25-493

R R Forward Lavatory Partition
Figure 401

R R 001B EFFECTIVITY: ALL

MISCELLANEOUS LAVATORY EQUIPMENT AND FURNISHINGS DESCRIPTION AND OPERATION

1. General

Major units of equipment and furnishings (Ref. Fig. 1) installed in each lavatory are:

Electric razor outlet

Electric razor power supply

Floor covering

Floor pan

Washbasin cabinet

2. Electric Razor Outlet

A. Description

R A single electrical receptacle is provided in each lavatory (Ref. Fig. 2). The receptacle is mounted on the left side of the washbasin.

3. Electric Razor Power Supply

R A. Description

The electric razor convenience outlet in each lavatory is powered by one of three electric razor power supplies (Ref. Fig. 2). A power supply is located above the ceiling panels in the following locations:

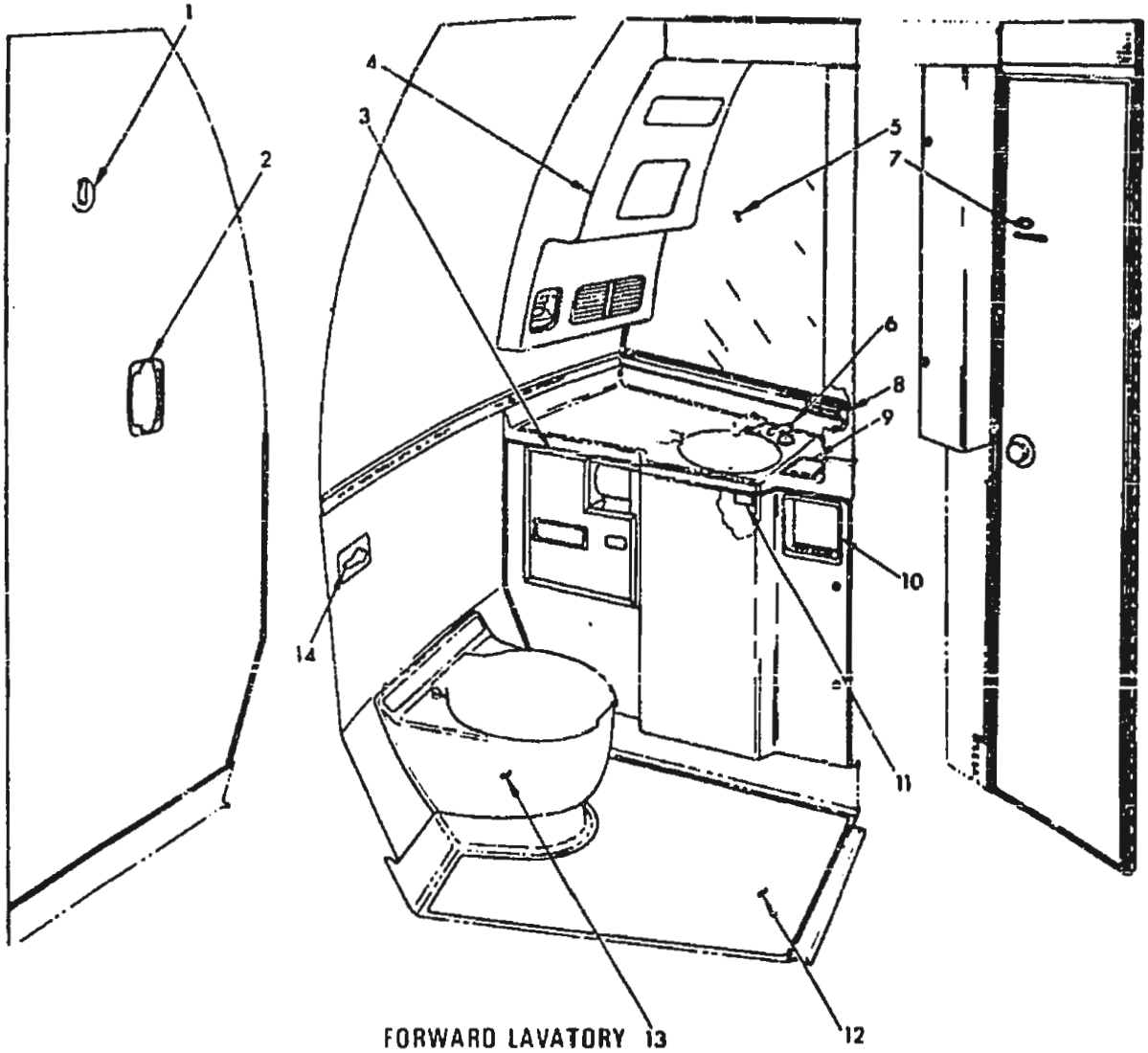
Zone 220, above the forward crossaisle ceiling panel.

Zone 280, above the left end of the aft crossaisle ceiling panel.

Zone 280, above the right end of the aft crossaisle ceiling panel.

R R The power supplies noted serve the following lavatory outlets:

R Left and right forward lavatories, zone 220.

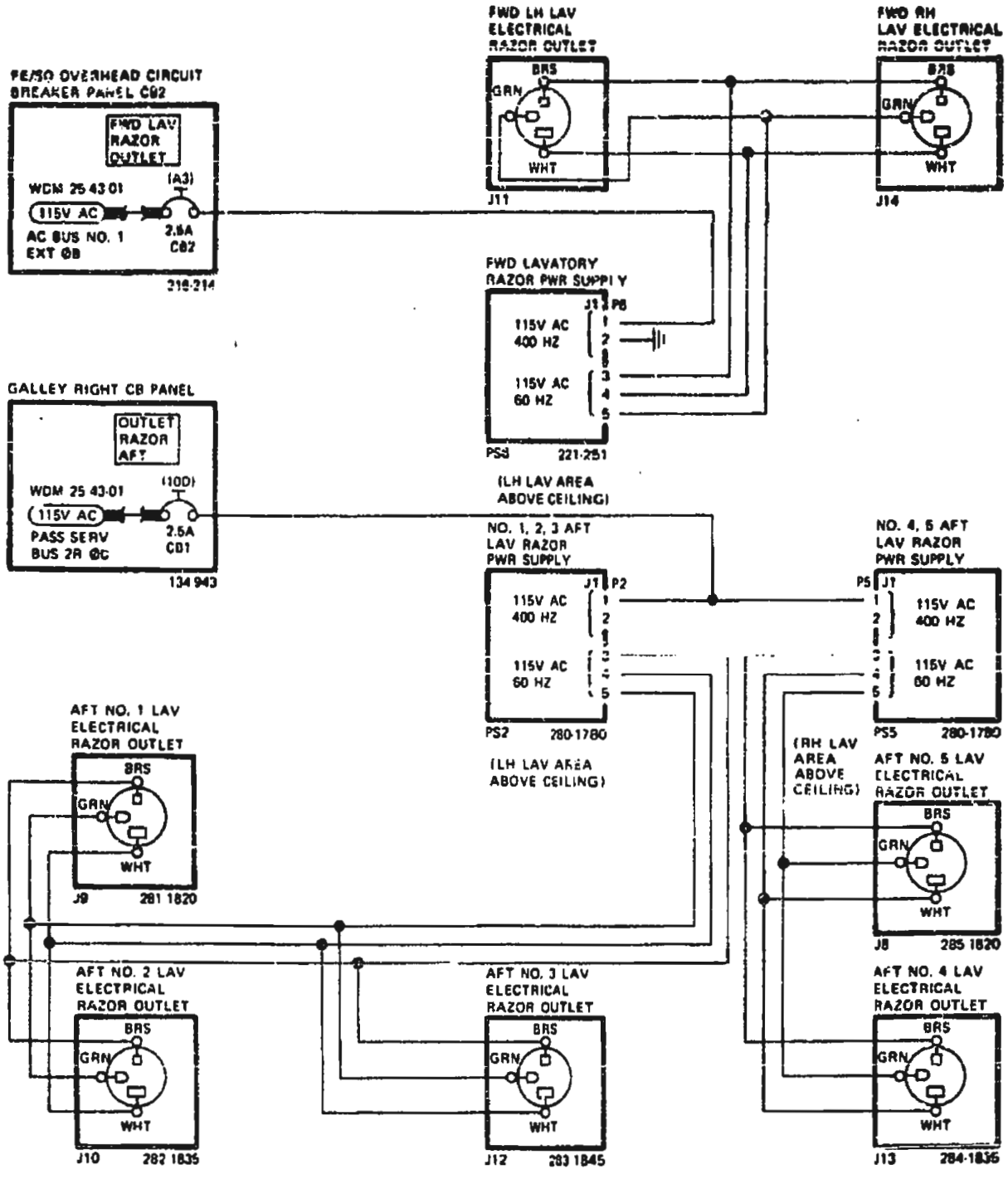


FORWARD LAVATORY
(TYPICAL)

1 COAT HANGER
2 ASSIST HANDLE
3 LOWER SERVICE MODULE
4 UPPER SERVICE MODULE
5 NON-SHATTER MIRROR
6 LIQUID SOAP DISPENSER
7 OCCUPIED-VACANT SLIDE LATCH ASSEMBLY
8 ELECTRIC RAZOR OUTLET
9 ASH RECEPTACLE
10 WASTE COMPARTMENT SPRING-LOADED DOOR
11 ELECTRIC RAZOR POWER SUPPLY
12 REPLACEABLE FLOOR COVERING
13 TOILET SHROUD
14 TOILET FLUSHING CONTROL SWITCH

M1-0001-25-816

Lavatory Equipment and Furnishings
Figure 1



NOTE

ALL REF. DESIGNATORS ARE PREFIXED BY 2543 UNLESS OTHERWISE SPECIFIED

EM1-0504-25-013

R Electric Razor Outlets and Power Supply Electrical Schematic
R Figure 2

Aft lavatory No. 4 and 5, zones 284 and 285.

The power suppl/ converts 115V ac, 400 Hz to 115V ac, 60 Hz. Each power supply has a self-resetting 1/2-amp protection circuit to prevent damage to the power supply.

4. Floor Covering

A. Description

Floor covering in a lavatory consists of polyvinyl material laminated to mylar sheet. The floor panels are removable to replace floor covering.

5. Forward Lavatory Floor Pan

A. Description

A floor pan is installed in each forward lavatory (Ref. Fig. 3). Each pan is attached to the lavatory floor structure with quick-removal fasteners. The outer edge of each floor pan extends upward to trap any fluid spillage.

6. Forward Lavatory Washbasin Cabinet

A. Description

The forward lavatory washbasin cabinet is constructed of honeycomb sandwich paneling (Ref. Fig. 4). Tedlar trim is used on exposed surfaces of the cabinet. Screws attach the cabinet to aircraft structure. Cutouts are provided in the cabinet for the washbasin and access to the waste container. A hinged door with amenities dispensing tray is attached to the cabinet.

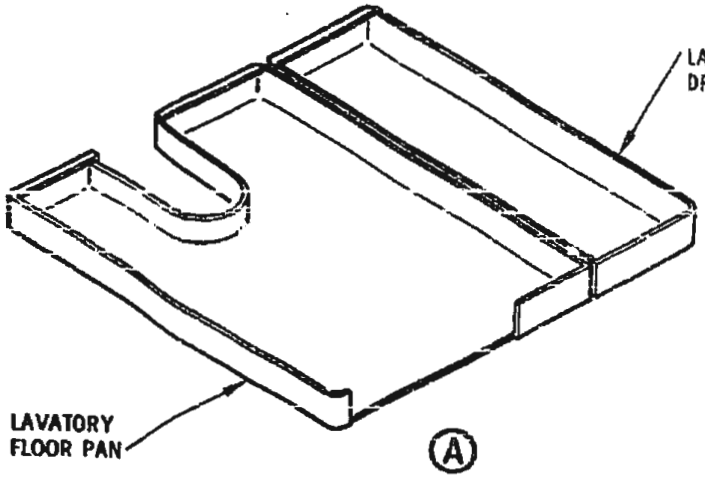
7. Aft Lavatory Washbasin Cabinet

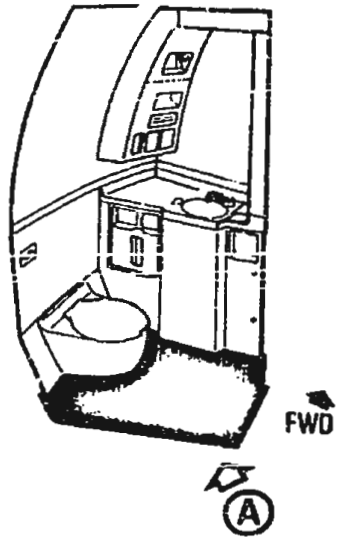
A. Description

R The aft lavatory washbasin cabinet (Ref. Fig. 5) is constructed the same as the forward lavatory washbasin cabinet (Ref. Para. 6).

8. Aft Lavatory Floor Pan

A. Description



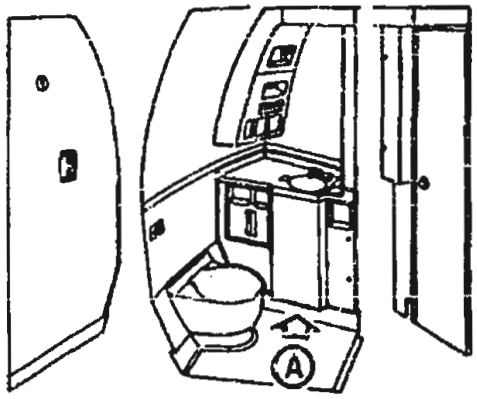


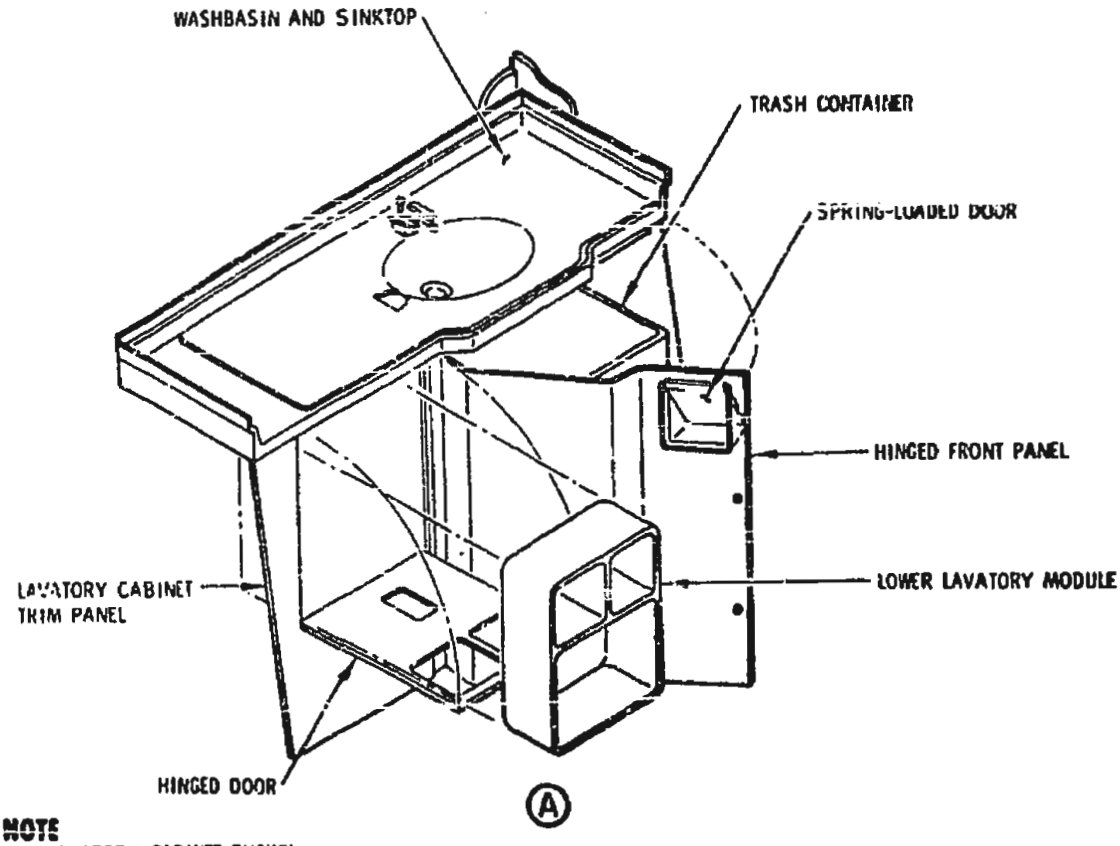
(LEFT FORWARD LAVATORY FLOOR PAN SHOWN -
RIGHT FORWARD LAVATORY FLOOR PAN OPPOSITE)

M1-A00-25-100

R
R

Forward Lavatory Floor Pan
Figure 3

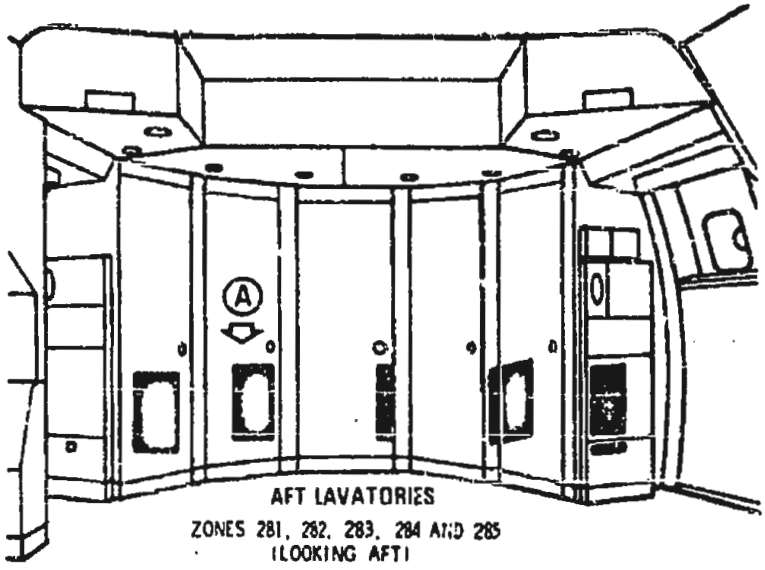


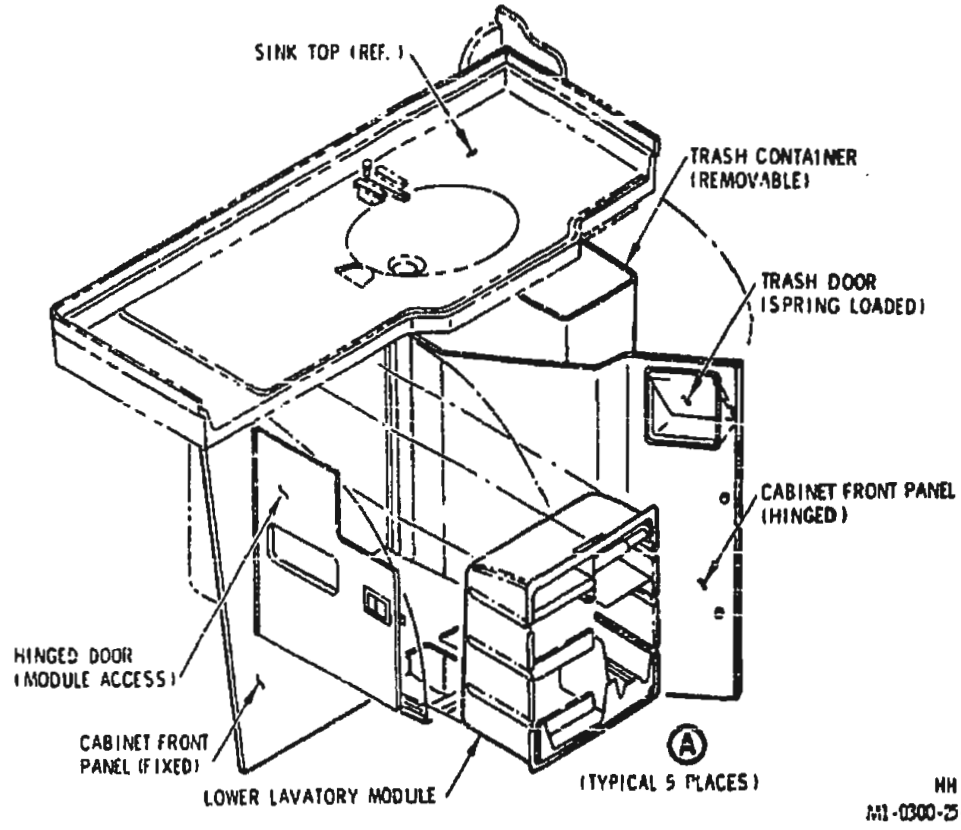


NOTE
LEFT LAVATORY CABINET SHOWN
RIGHT LAVATORY CABINET OPPOSITE

HH 6255
M1-0400-25-187

Forward Lavatory Washbasin Cabinet
Figure 4





R
R

Aft Lavatory Washbasin Cabinet
Figure 5

EFFECTIVITY: ALL

001B

A floor pan is installed in each aft lavatory, zones 281 through 285. The aft lavatory floor pan (Ref. Fig. 6) is identical to the forward lavatory floor pan (Ref. Para. 5) except for configuration.

9. Additional Lavatory Equipment and Furnishings

A. Description

The following units are installed in the lavatories:

Assist handles

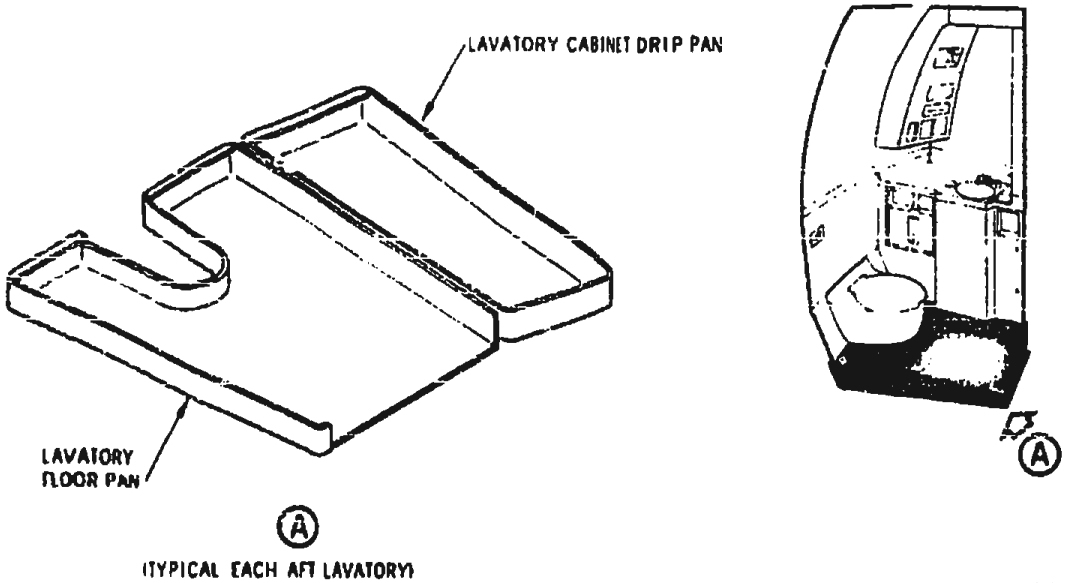
Coat hooks

Shatterproof mirror

Amenities dispensing tray

R Ash tray

General waste container



Aft Lavatory Floor Pan
Figure 6

LAVATORY EQUIPMENT - FAULT ISOLATION

1. General

The diagram in this section can be used for fault isolation any time a fault is reported or suspected.

If the flight crew reports a trouble using a fault code number, the code number can be found in the Fault Isolation Reference Table in the Chapter 25 Fault Code Index. The index specifies the exact maintenance manual section, fault isolation diagram, and block number on the diagram where the fault isolation procedure should start.

Refer to the Maintenance Manual Introduction for a more detailed discussion of the Fault Isolation Reporting Method (FIRM) and use of fault isolation diagrams.

2. Fault Isolation/Identification

Table 101 lists the fault isolation diagram in this section.

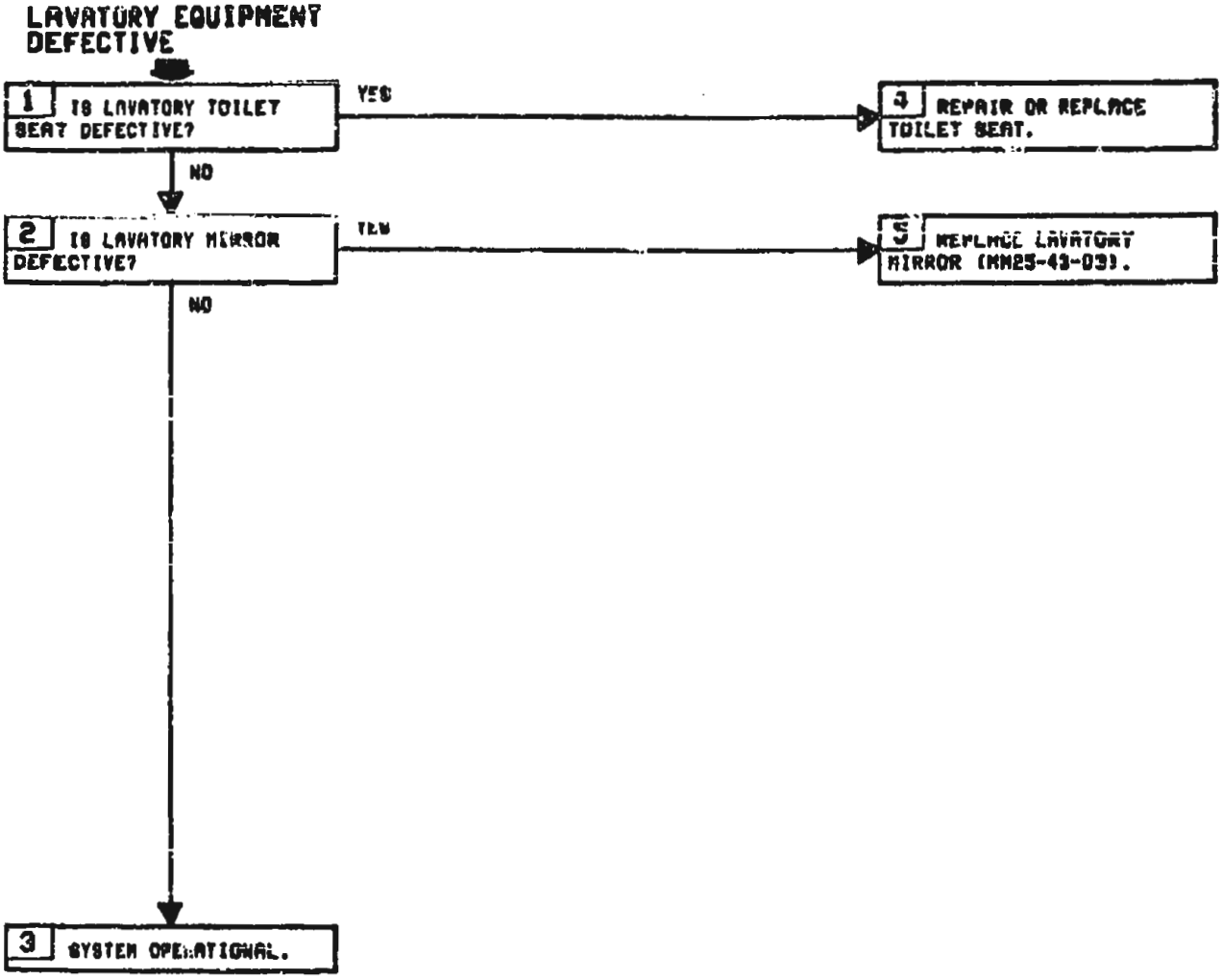
TABLE 101

FIGURE	TITLE
101	Lavatory Equipment Defective

CR 3. Placarding of Lavatory

CR When lavatory cannot be made serviceable, before aircraft
CR departure install "LAVATORY OUT OF ORDER" placard TWA Stk. Nbr.
CR 46-5541 to the lavatory above the door lock, aisle side, where
CR placard will be visible to the passenger. When lavatory is made
CR serviceable, remove "LAVATORY OUT OF ORDER" placard.
CR Appropriate logbook entries should accompany placarding action.

PREREQUISITES
NONE



M1-0000-65-2000

Lavatory Equipment Defective
Figure 101

EFFECTIVITY: ALL

NON-SHATTER MIRROR - REMOVAL AND INSTALLATION

1. General

A non-shatter mirror is installed in each forward and aft lavatory, zones 221, 222, and 281 through 285. All mirrors are removed or installed similarly (Ref. Fig. 401).

2. Removal/Installation

A. Removal

(1) Release latch for upper module at side of trim shroud assembly.

R R (2) Rotate (swing) trim shroud assembly to open position to expose upper module.

(3) Unlock (rotate) and disengage the quick-release latch at top of module.

(4) Lift module to disengage module from lower clips and trim shroud assembly.

(5) Remove module from trim shroud assembly.

(6) Remove screws attaching trim shroud assembly to partition.

R R R NOTE: It is unnecessary to remove light fixture, if light fixture aft metal face has three notches which permit access to mirror retainer screws.

(7) Loosen screws to remove overhead light lens.

(8) Disconnect and tag wires at light terminal strip.

R (9) Remove screws attaching light fixture to ceiling panel, and allow fixture to hang by wiring harness.

(10) Remove screws attaching trim strip to structure at top of mirror.

(11) Remove trim strip from trim molding at base of mirror.

NOTE: Trim strip snaps into molding.

(12) Remove screws attaching trim molding and metal angle to partition at base of mirror.

NOTE: Manually support mirror as screws are being removed.

(13) Rotate mirror on a vertical axis to disengage from trim strip and remove from aircraft.

B. Installation

(1) Position mirror against lavatory partition by rotating mirror vertical edge into trim strip.

(2) Support, as required, and install metal angle and trim molding to partition at base of mirror with screws.

(3) Snap trim strip into trim molding at base of mirror.

(4) Install trim strip to structure at top of mirror with screws.

(5) Install light fixture to ceiling panel with screws, if removed in removal procedure.

(6) Remove tags from wires and connect to light terminal strip.

(7) Install overhead light lens to light fixture.

(8) Tighten screws to hold overhead light lens in position.

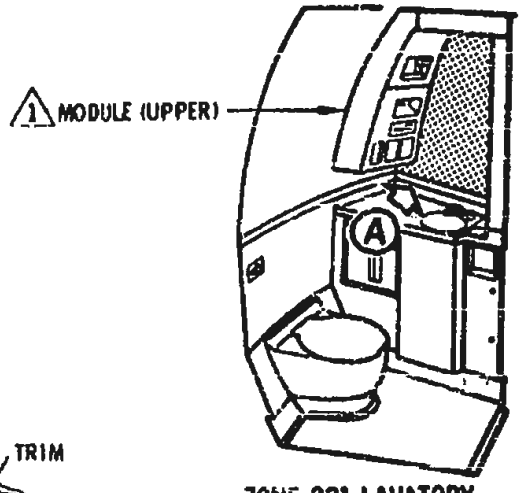
(9) Install trim shroud assembly to partition with attaching screws.

(10) Position module into trim shroud assembly and lower to engage shroud clips.

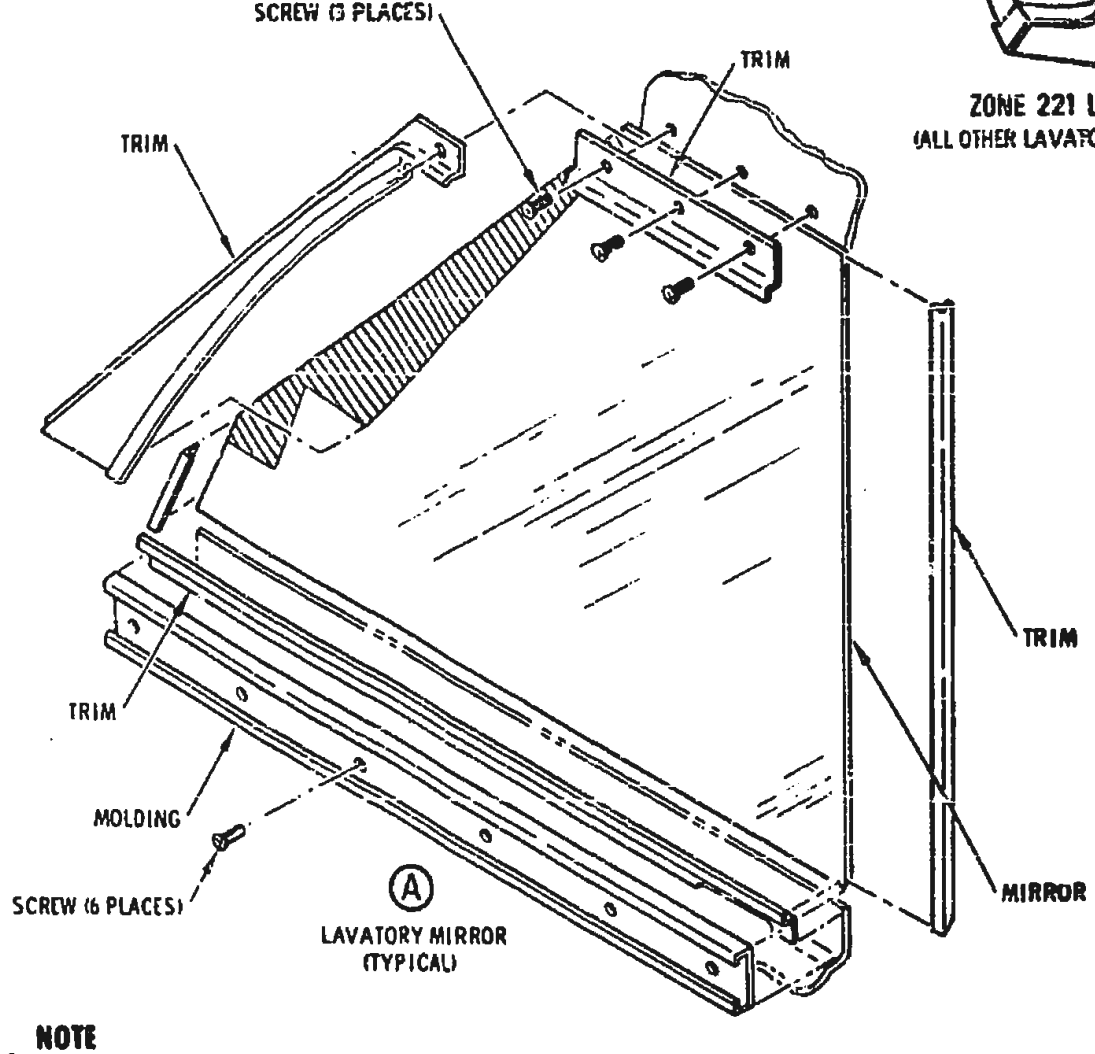
(11) Engage and lock (rotate) the quick-release latch at top of module.

R (12) Rotate (swing) the trim shroud assembly to closed position.

(13) Lock the latch at side of trim shroud assembly.



ZONE 221 LAVATORY
(ALL OTHER LAVATORIES SIMILAR)



NOTE

1 THE UPPER MODULE MUST BE REMOVED BEFORE REMOVAL OF THE MIRROR. THE MIRROR (IN ALL LAVATORIES) IS REMOVED AND INSTALLED IN A SIMILAR MANNER

M1-0001-25-399

R
R

Lavatory Mirror - Removal and Installation
Figure 401

ELECTRIC RAZOR POWER SUPPLY - REMOVAL AND INSTALLATION

1. General

Removal and installation of the electric razor power supply is identical for the forward and aft lavatories.

2. Removal/Installation

A. Removal

(1) On Flight Engineer/Second Officers overhead circuit breaker panel, CB2, zone 215, open and tag FWD LAV RAZOR OUTLET (A1) circuit breaker.

(2) On galley right circuit breaker panel, zone 130, open and tag OUTLET RAZOR AFT (D10) circuit breaker.

(3) Disconnect and remove electrical connector from electric razor power supply (Ref. Fig. 401).

(4) Remove screws attaching power supply to forward lavatory bulkhead and aft lavatory ceiling.

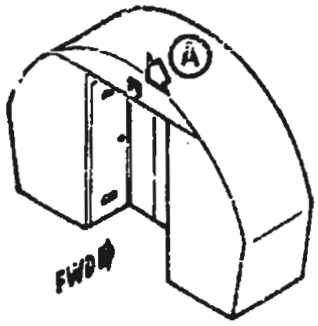
B. Installation

R (1) Verify circuit breakers opened in Steps 2A(1) and
R 2A(2) are open and tagged.

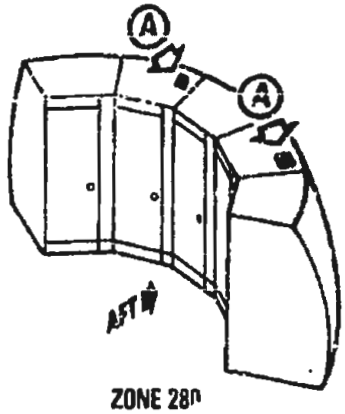
(2) Install power supply using screws to forward lavatory bulkhead and aft lavatory ceiling.

(3) Connect and install electrical connector to electric razor power supply.

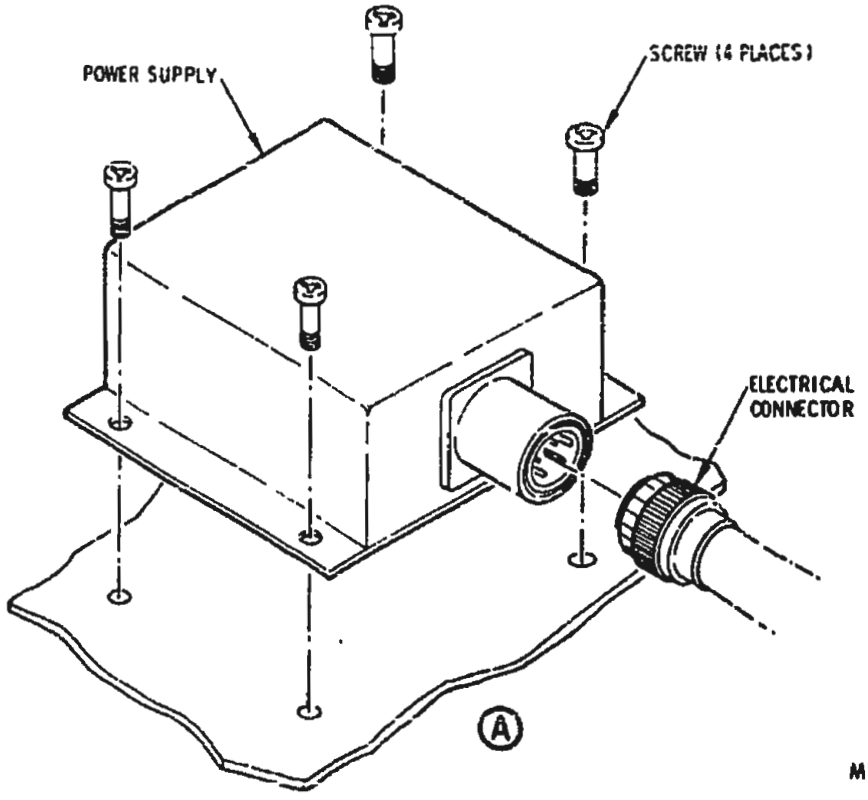
(4) Remove tags and close circuit breakers opened in Steps 2A(1) and 2A(2).



ZONES 221, 222
FWD LAVATORIES



ZONE 280
AFT LAVATORIES



M1-0100-25-444

R Electric Razor Power Supply - Removal and Installation
R Figure 401

R EFFECTIVITY: ALL
R
050B

FORWARD LAVATORY FLOOR PAN - REMOVAL AND INSTALLATION

1. General

The forward lavatory floor pans are installed under the washbasin cabinet and in the general area of forward lavatory. The removal and installation procedures for forward left, and forward right lavatories are similar (Ref. Fig. 401).

2. Equipment and Materials

C-24-1257 Double face tape

LCM 40-2180 Type I Sealant

LCM 30-2086 Vinyl cement

R Protex 223-5 polyester film or equivalent

PR 7301K Sealant or equivalent

LCP 79-2061 Type 8 Application of Adhesives

R PR 1422A Sealing compound or equivalent

R PR 1422B Sealing compound or equivalent

3. Referenced Procedures

20-51-04	Environmental Sealing of L-1011 Airplane
25-43-14	Forward Lavatory Washbasin Cabinet - Removal and Installation

4. Removal/Installation

A. Removal

(1) Remove trim from trim edges.

NOTE: The trim snaps into trim edge.

(2) Remove screws attaching trim edges and angles from partitions, and bottom of washbasin cabinet.

R (3) On 001-022 with SB 25-158 and 023-999,
R remove locknuts and washer from drain fitting between

R lavatory floor pan and washbasin cabinet drip pan (Ref.
R Fig. 401).

R (4) Push fitting into floor pan area; retain locknuts,
R washer and spacers for reinstallation.

R (5) Remove washbasin cabinet (Ref. 25-43-14).

R (6) Remove trim from threshold.

R (7) Remove screws attaching threshold to floor and remove
R threshold.

R (8) Remove floor pans.

R NOTE: Double face tape and sealant is applied along
R top edges of floor pans, and filler panels are
R bonded along bottom corners of floor pans and
R structure.

R B. Installation

R (1) Verify that corners (floor-wall intersections) are
R cleared of original filler panels and that area is free
R of old sealant.

R (2) Apply double face tape along top edges of floor pans.

R (3) Apply Protex 223-5 polyester film (or equivalent) to
R top of threshold hat section extending three inches to
R either side over polyester film covering floor panels.

R (4) Bond filler panels along bottom corners of floor pan
R using LCM 30-2086 cement in accordance with LCP 79-2061
R Type 8.

R (5) Apply cement (LCM 30-2086) to surface of filler panels
R to come in contact with floor and partition.

R (6) Apply LCM 40-2180 sealant along top edges and corners
R of lavatory floor pan. Add sealant generously to
R corner radii (3 places) and to outer surface of
R lavatory floor pan to fill cavity between floor pan and
R lavatory partitions.

R (7) Install floor pans.

R (8) Apply sealant to vertical cavities between lavatory
R floor pan and lavatory partition at door jamb (2
R places).

R (9) Install washbasin cabinet (Ref. 25-43-14).

R (10) On 001-022 with SB 25-158 and 023-999, R install drain fitting (with spacers) between lavatory R floor pan and washbasin drip pan; place washer and R locknuts on fitting and tighten (Ref. Fig. 401).

R (11) Apply sealant around edges of washer locknuts and R fitting.

R (12) Install screws attaching trim edges, floor pans, strips R and shims to partitions and washbasin cabinet.

R NOTE: Apply sealant along top edges of floor pan using R LCM 40-2180 before installing trim edges (Ref. R 20-51-04).

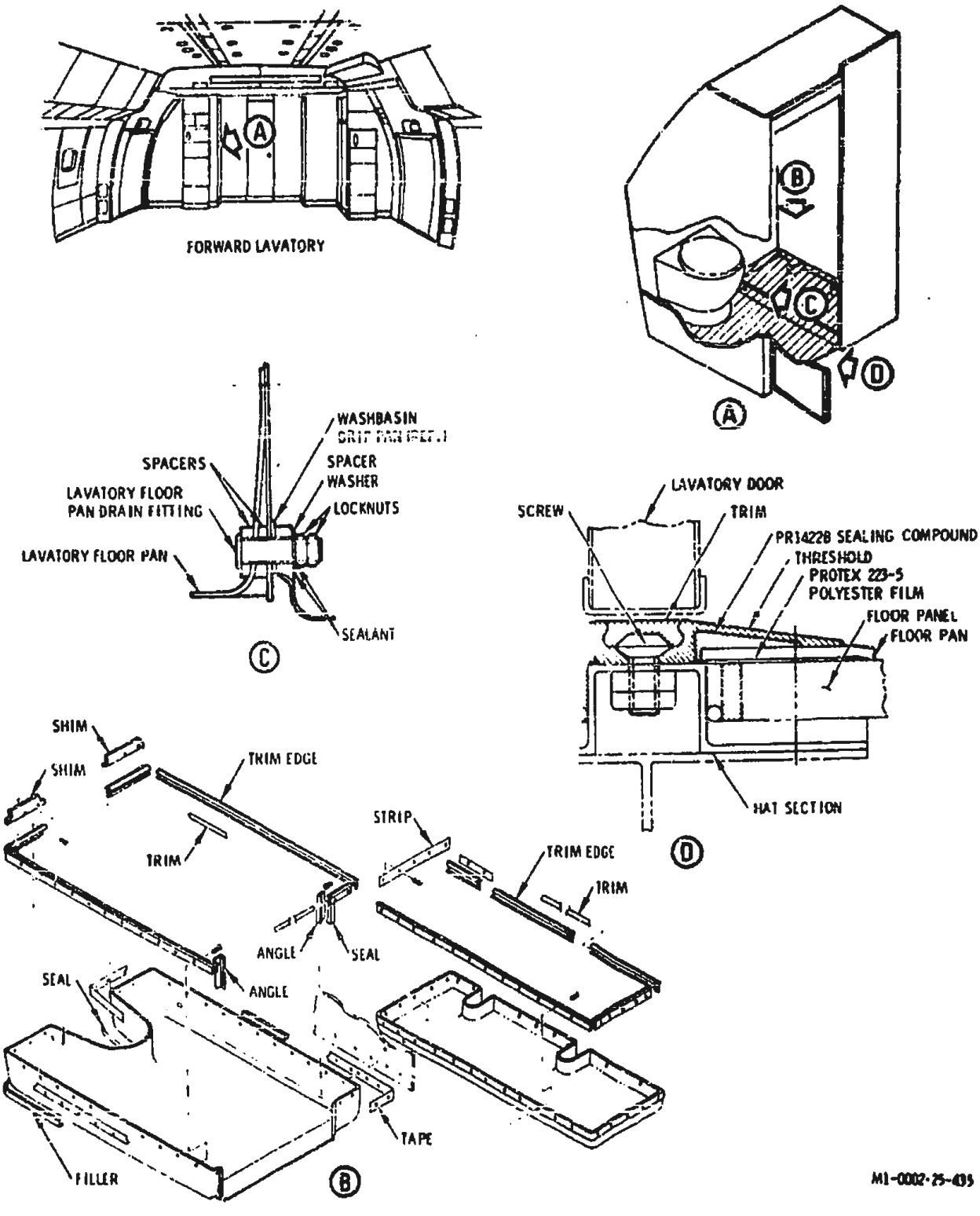
R (13) Install trim removed in Step 4A(1).

R (14) Apply PR1422B Sealing Compound (or equivalent) to floor R area over hat section to receive threshold and to R underside of threshold, filling cavity.

R (15) Install threshold while sealing compound is wet. A R continuous bead of sealing compound must be visible at R all edges of threshold after installation. If not R visible, remove threshold and add additional compound. R Reinstall.

R (16) Install threshold screws wet with PR1422A or PR1422B R Sealing Compound (or equivalent).

R (17) Install trim removed in Step 4A(6).



R Forward Lavatory Floor Pan - Removal and Installation
R Figure 401

R EFFECTIVITY: ALL

FORWARD LAVATORY WASHBASIN CABINET - REMOVAL AND INSTALLATION

1. General

The forward lavatory washbasin cabinet is installed in the forward left and forward right lavatories. The cabinet structure is made of honeycomb sandwich panels and brackets, bolted to partition, floor, and aircraft structure. The removal
R and installation procedure for each lavatory washbasin cabinet is similar (Ref. Fig. 401).

2. Referenced Procedures

25-43-03 Lavatory Mirror - Removal and Installation

25-43-13 Forward Floor Pan - Removal and Installation

3. Removal/Installation

A. Removal

(1) Remove lavatory mirror (Ref. 25-43-03).

(2) Remove floor pan (Ref. 25-43-13).

(3) Remove screws attaching cabinet to floor and aircraft structure.

(4) Close manual shutoff valve in water supply line below washbasin.

(5) Disconnect plumbing lines.

(6) Remove trim strip from trim edge.

NOTE: The trim strip snaps into the trim edge.

(7) Remove trim edge attaching screws.

(8) Remove screws attaching washbasin sink top to partition.

R (9) Remove lavatory washbasin cabinet from aircraft.

B. Installation

R (1) Verify floor pan is not installed before installing the
R lavatory washbasin cabinet.

(2) Position lavatory washbasin cabinet, and install attaching screws to floor and aircraft structures.

(3) Install lavatory floor pan (Ref. 25-43-13).

(4) Connect plumbing lines.

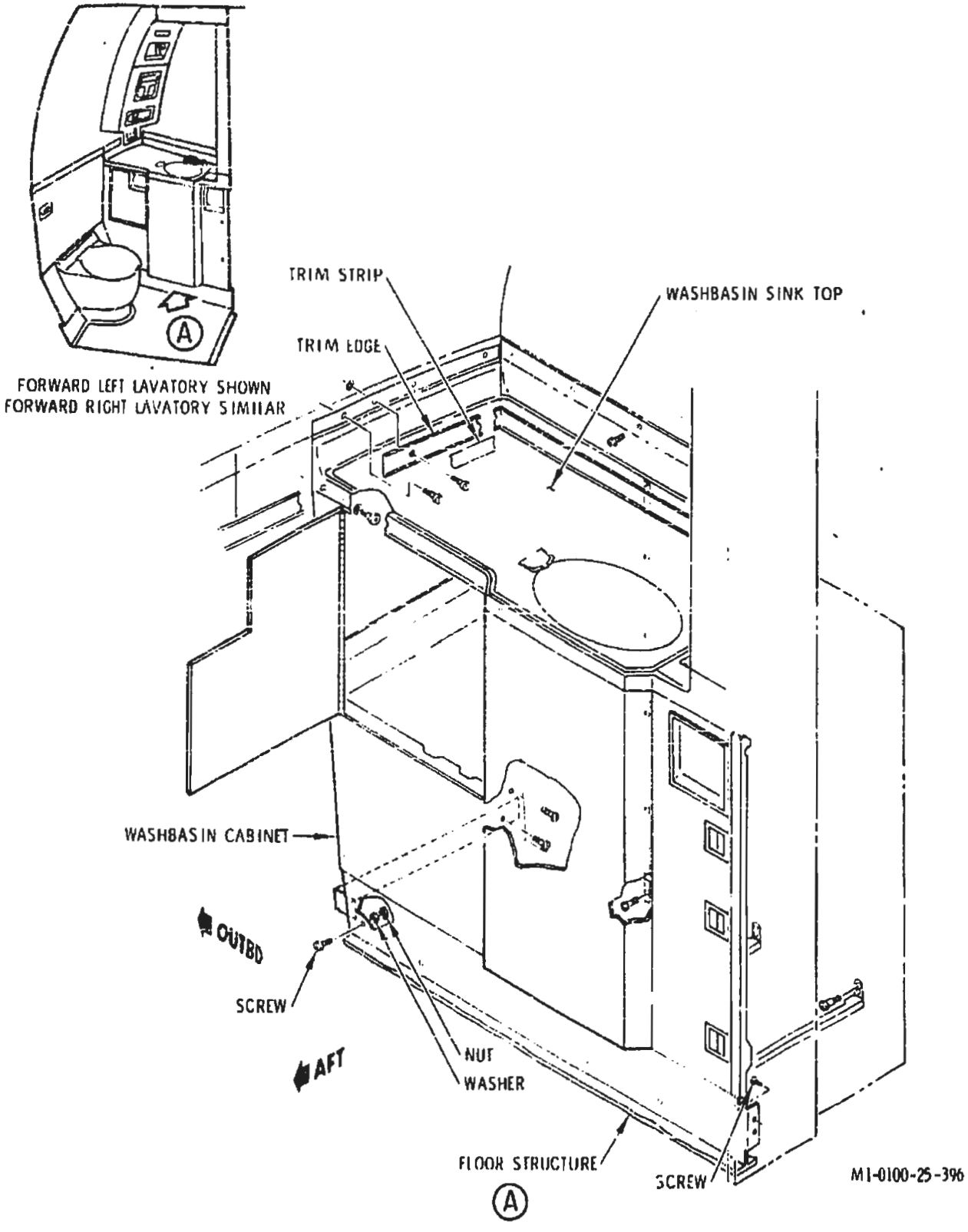
(5) Install screws attaching washbasin sink top to partition.

(6) Install trim edge attaching screws.

R (7) Install trim strip removed on Step 3A(5).

(8) Install lavatory mirror (Ref. 25-43-03).

(9) Open manual shutoff valve in water supply line below washbasin and check for leakage.



R Forward Lavatory Washbasin Cabinet - Removal and Installation
R Figure 401

R AFT LAVATORY WASHBASIN CABINET - REMOVAL AND INSTALLATION

R 1. General

R The aft lavatory washbasin cabinet is installed in each aft
R lavatory. The cabinet structure is made of honeycomb sandwich
R panels and brackets, bolted to partition, floor, and aircraft
R structures. The removal and installation procedure for each
R washbasin cabinet is similar (Ref. Figure 401).

R 2. Referenced Procedures

R 25-43-03 Lavatory Mirror - Removal and Installation

R 25-43-16 Aft Floor Pan - Removal and Installation

R 3. Removal/Installation

R A. Removal

R (1) Remove lavatory mirror (Ref. 25-43-03).

R (2) Remove floor pan (Ref. 25-43-16).

R (3) Remove screws attaching cabinet to floor, and aircraft
R structure.

R (4) Close manual shutoff valve in water supply line below
R washbasin.

R (5) Disconnet plumbing lines.

R (6) Remove trim strip from trim edge.

R NOTE: The trim strip snaps into the trim edge.

R (7) Remove trim edge attachment screws.

R (8) Remove screws attaching washbasin sink top to
R partition.

R (9) Remove washbasin cabinet from aircraft.

R B. Installation

R (1) Verify that floor pan is not installed before
R installing the washbasin cabinet.

R (2) Position washbasin cabinet, and install attachment
R screws to floor and aircraft structures.

R (3) Install lavatory floor pan (Ref. 25-43-16).

R (4) Connect plumbing lines.

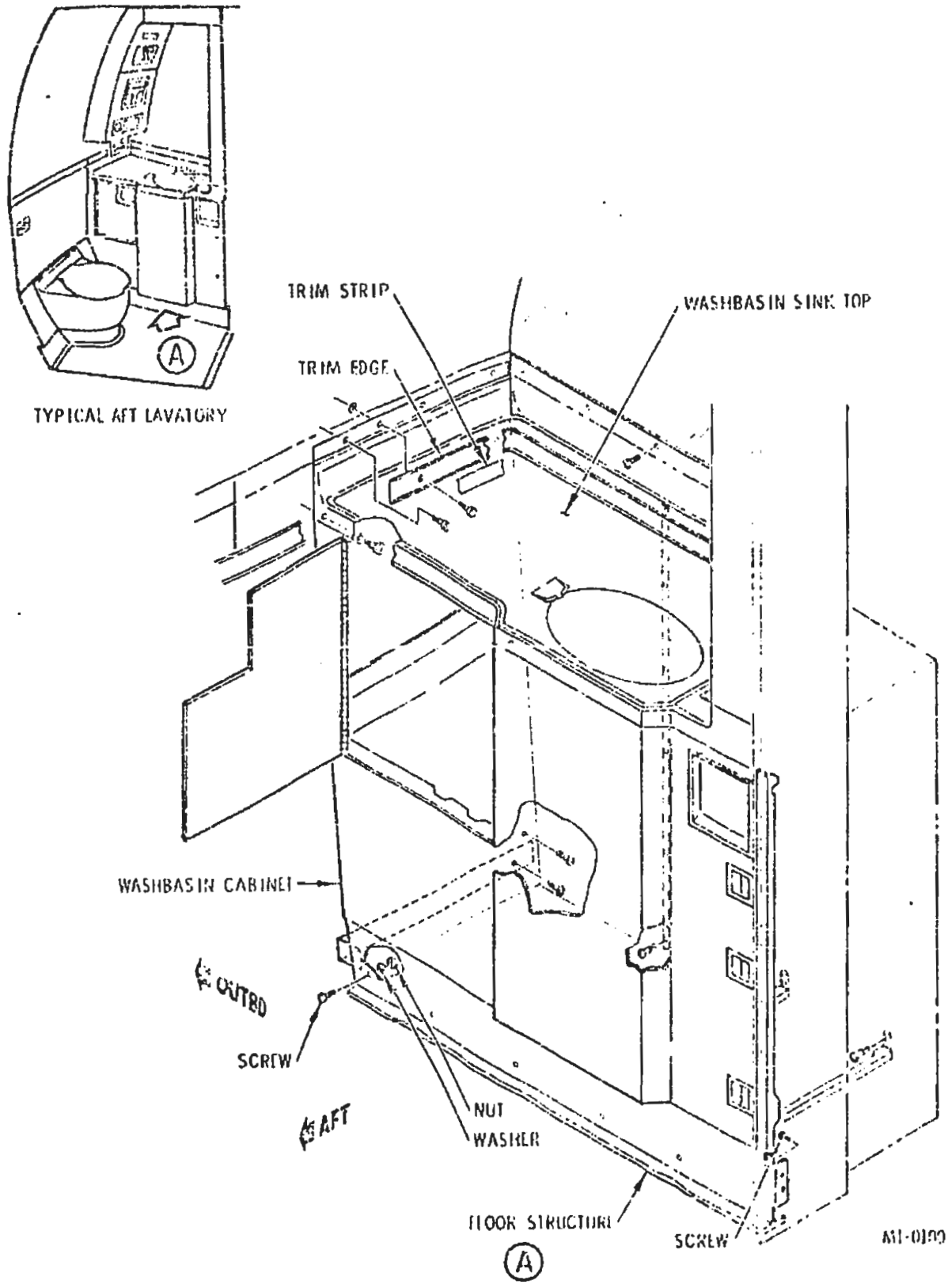
R (5) Install screws attaching washbasin sink top to
R partition.

R (6) Install trim edge atttachment screws.

R (7) Install trim strip removed in Step 3A(5).

R (8) Install lavatory mirror (Ref. 25-43-03).

R (9) Open manual shutoff valve in water supply line below
R washbasin and check for leakage.



R Aft Lavatory Washbasin Cabinet - Removal and Installation
R Figure 401

AFT LAVATORY FLOOR PAN - REMOVAL AND INSTALLATION

1. General

The aft lavatory floor pans are installed under the washbasin cabinet and in the general area of each aft lavatory. The removal and installation procedure is identical for each lavatory (Ref. Fig. 401).

2. Equipment and Materials

C-24-1257 Double face tape

R Protex 223-5 polyester film or equivalent

LCM 40-2180 Type I Sealant

LCM 30-2086 Vinyl cement

R PR 1422A Sealing compound or equivalent

R PR 1422B Sealing compound or equivalent

PR 7301K Sealant or equivalent

LCP 79-2061 Type 8, Application of Adhesives

3. Referenced Procedures

20-51-04	Environmental Sealing of L-1011 Airplane
25-43-15	Aft Lavatory Washbasin Cabinet - Removal and Installation

4. Removal/Installation

A. Removal

(1) Remove trim from trim edges.

NOTE: The trim snaps into the trim edge.

R R (2) Remove screws attaching trim edges and plate to partition and to bottom of washbasin cabinet.

R R (3) On 001-022 with SB 25-158 and 023-999, remove the locknuts and washer from drain fitting

R between lavatory floor pan and washbasin drip pan (Ref.
R Fig. 401).

R (4) Push drain fitting into floor pan area; retain
R locknuts, washer and spacers for reinstallation.

R (5) Remove washbasin cabinet (Ref. 25-43-15).

R (6) Remove trim from threshold.

R (7) Remove screws attaching threshold to floor and remove
R threshold.

R (8) Remove floor pans.

R NOTE: Double face tape and sealant is applied along
R top edges of floor pan, and filler panels are
R bonded along bottom corners of floor pan and
R structure..

R B. Installation

R (1) Verify that corners (floor-wall intersections) are
R clean and free of pieces of old filler panels and that
R area is free of old sealant.

R (2) Apply double face tape along the top edges of the floor
R pans.

R (3) Apply Protex 223-5 polyester film (or equivalent) to
R top of threshold hat section extending three inches to
R either side over polyester film covering floor panels.

R (4) Bond filler panels along bottom corners of floor pan,
R using LCM 30-2086 cement in accordance with LCP
R 79-2061, Type 8.

R (5) Apply cement (LCM 30-2086) to surface of filler panels
R to come in contact with floor and partition.

R (6) Apply LCM40-2180 sealant (or equivalent) along top
R edges and corners of lavatory floor pan. Add sealant
R generously to corner radii (3 places) and to outer
R surface of lavatory floor pan to fill cavity between
R floor pan and lavatory partitions.

R (7) Install floor pans.

R (8) Apply LCM40-2180 sealant to vertical cavaties between
R lavatory floor pan and lavatory partition of door jamb
R (2 places).

R (9) Install washbasin cabinet (Ref. 25-43-15).

R (10) On 001-022 with SB 25-158 and 023-999,
R install drain fitting (with spacers) between lavatory floor pan and washbasin drip pan; place washer and locknuts on fitting and tighten (Ref. Fig. 401).

(11) Apply sealant around edges of washer locknuts and fitting.

(12) Install screws attaching trim edge, floor pans, and plate to partitions and washbasin cabinet.

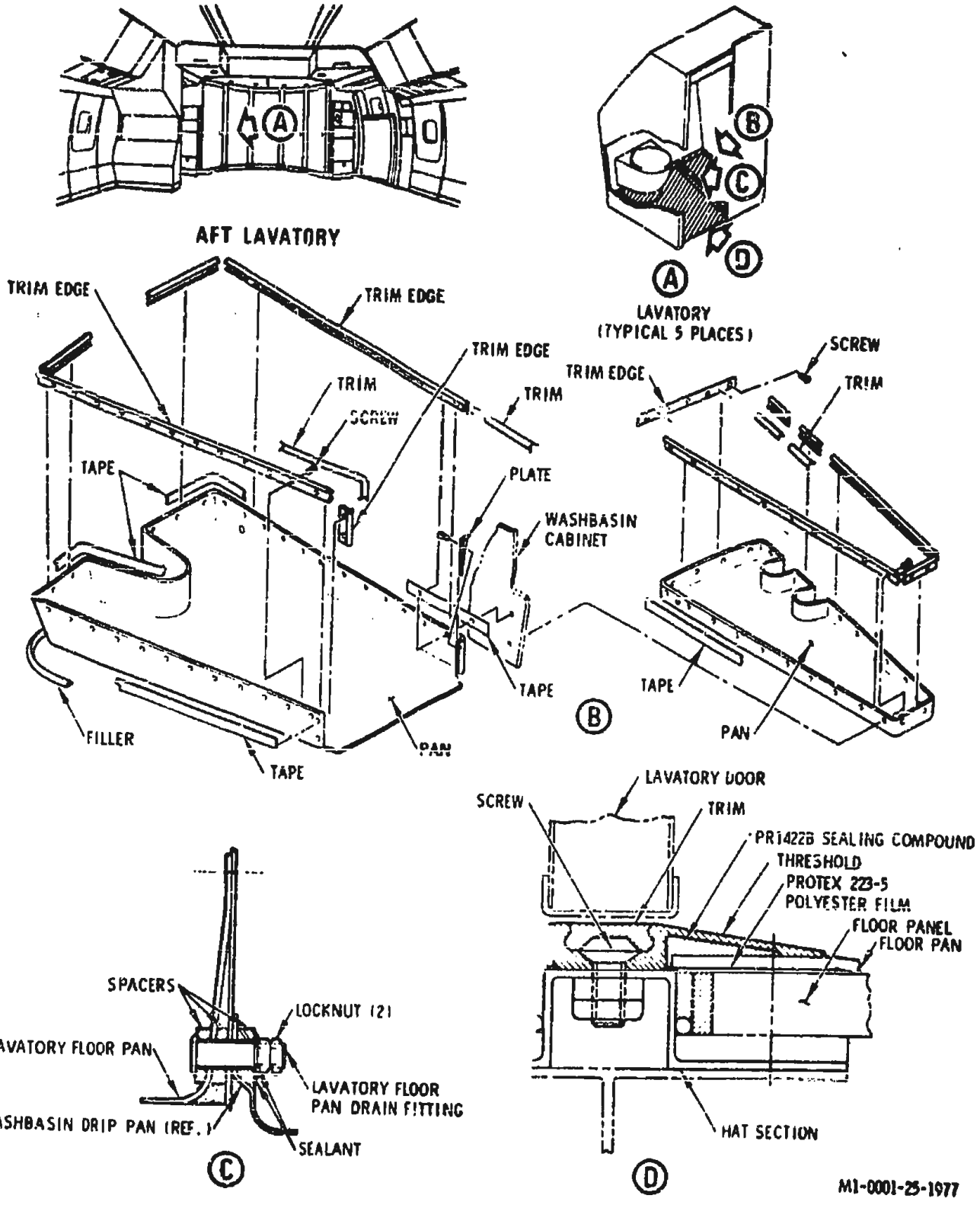
(13) Install trim removed in Step 4A(1).

(14) Apply PR1422B Sealing Compound (or equivalent) to floor area over hat section to receive threshold and to underside at threshold, filling cavity.

(15) Install threshold while sealing compound is wet. A continuous bead of sealing compound must be visible at all edges of threshold after installation. If not visible, remove threshold and add additional compound. Reinstall.

(16) Install threshold screws wet with PR1422A or PR1422B Sealing Compound (or equivalent).

(17) Install trim removed in Step 4A(6).



R Aft Lavatory Floor Pan - Removal and Installation
R Figure 401

R EFFECTIVITY: ALL
R
001B

LAVATORY SINK TOP - REMOVAL AND INSTALLATION

1. General

R The lavatory sink top is installed in every washbasin cabinet in each lavatory. The removal and installation procedure is identical for each lavatory sink top (Ref. Fig. 401).

2. Referenced Procedure

25-43-03 Lavatory Mirror - Removal and Installation

3. Removal/Installation

A. Removal

(1) Remove lavatory mirror (Ref. 25-43-03).

(2) Remove remaining trim strips around sink top.

NOTE: Trim strip snaps into the trim.

(3) Remove screws attaching trim to partition.

(4) Disconnect plumbing lines.

(5) Remove screws attaching sink to partition.

(6) Remove sink top.

B. Installation

(1) Position sink on washbasin cabinet.

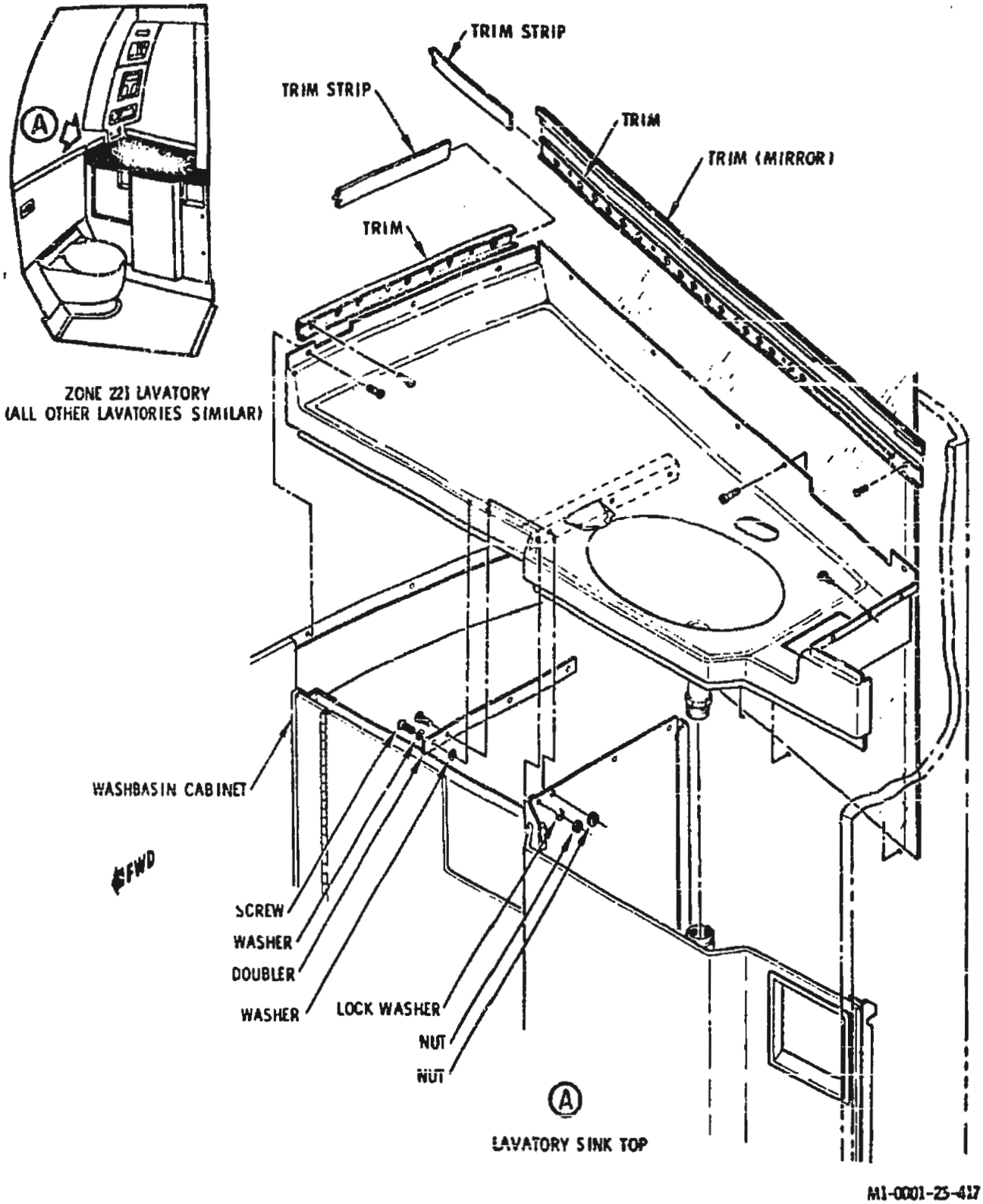
(2) Install screws attaching sink to partition and washbasin cabinet.

(3) Connect plumbing lines.

(4) Position trim and install screws removed in Step 3A(3).

(5) Install trim strip removed in Step 3A(2).

(6) Install lavatory mirror (Ref. 25-43-03).



R
R Lavatory Sink Top - Removal and Installation
Figure 401

CARGO AND ACCESSORY COMPARTMENTS - DESCRIPTION AND OPERATION

1. General

Baggage and cargo is carried below the passenger compartment floor. Additional compartments are provided for the following:

R Forward Electronics Service Center

R Environmental Control System (ECS), Left and Right

R Nose Landing Gear Wheel Well

R Mid Electrical Service Center

R Hydraulic Service Center

R Main Landing Gear Wheel Well Left and Right

R Aft Electronic Equipment Area

R Auxiliary Power Unit (APU) Compartment

CARGO COMPARTMENTS - DESCRIPTION AND OPERATION

1. General

Cargo is carried in three compartments (Ref. Fig. 1 and 2). The forward, center and aft compartments are located in zones 121 151 and 161, respectively (Ref. 25-00-00, Fig. 3).

The three compartments comply with the Class D requirements of FAR Part 25. The compartments are fully insulated and lined with fire and impact-resistant materials. The lining and door seals of each compartment restrict the flow of air and prevent propagation of a compartment fire.

R Cargo tie-down rings restrain bulk cargo loads, as required, for each compartment (Ref. Fig. 3, 4, 5, and 6). The internal temperature of a compartment is maintained at 50 degrees F in flight. Recessed electrical lights provide illumination for each compartment. Manually operated switches at each cargo door and automatically operated door switches (functioning with the door mechanism) control the lights.

Compartment floors are covered with removable panels which have abrasion-resistant material attached to the upper surface of the panel. The cargo compartment floors are equipped with a self-draining system. The cargo compartments are serviced through fuselage access doors located on the right side. The doors are electrically operated. Control panels are located adjacent to the forward side of each door. The doors may be operated manually in the event of power failure.

The total volume for the three cargo compartments is 3,228 cubic feet. The maximum allowable load is 45,100 pounds. Each cargo compartment is pressurized.

The following units are installed in the cargo compartments:

Cargo Tie-down Rings (Ref. Fig. 6)

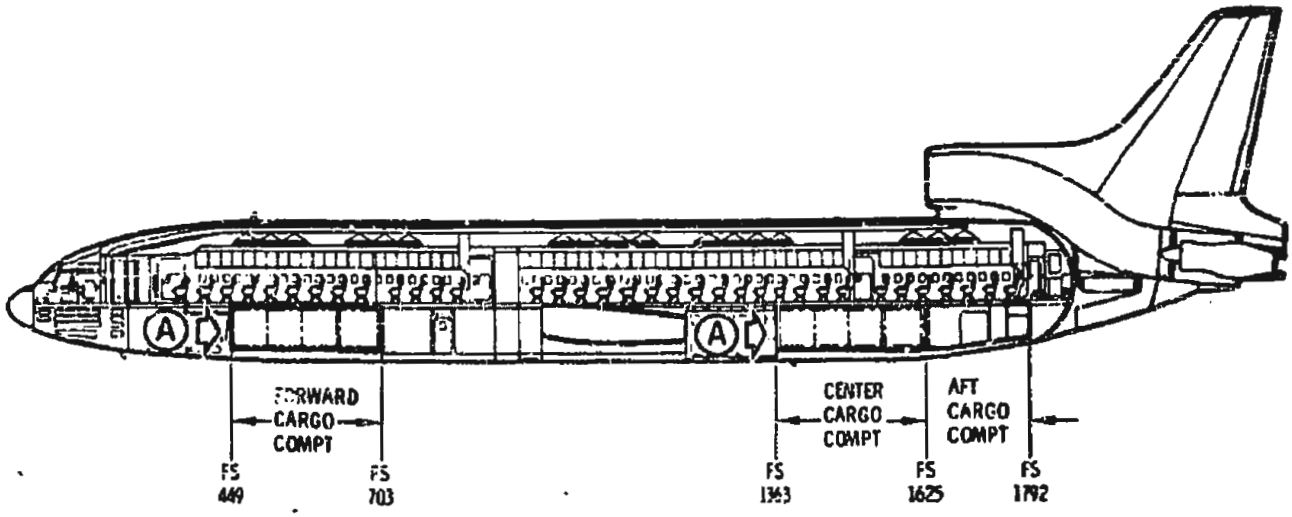
R Aft Cargo Compartment Restraint Nets (Ref. Fig. 4, 5, and 7)

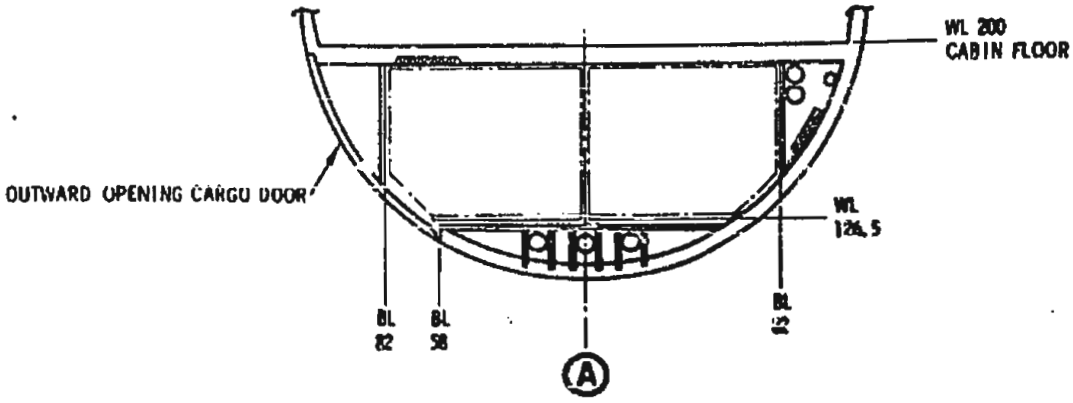
Tank and Drain Assembly (Ref. Fig. 8, 9, and 10)

Cargo Compartment Liner Panels (Ref. Fig. 11, 12, and 13)

Insulation

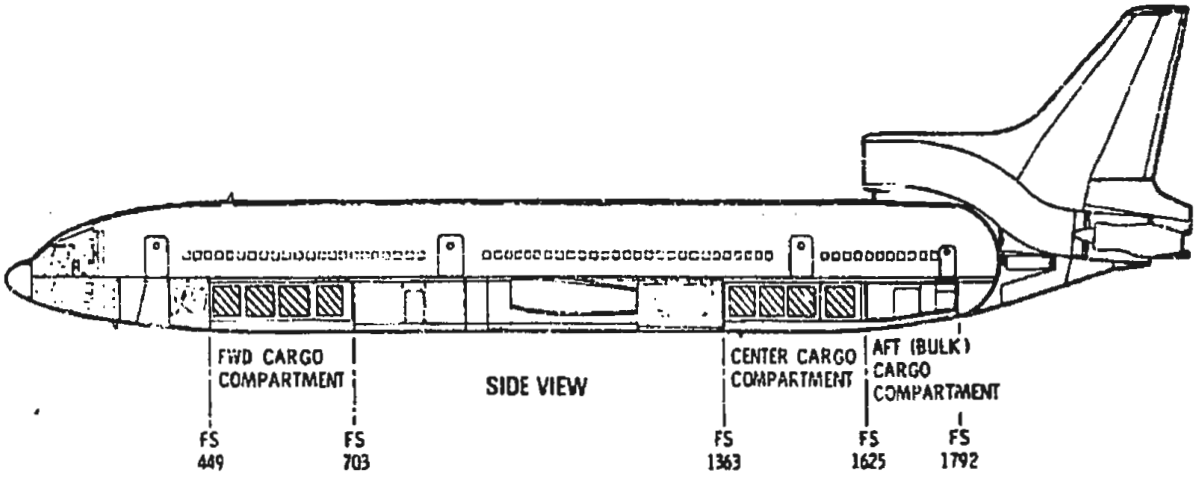
Electrical service outlets are installed to provide source of electrical power.

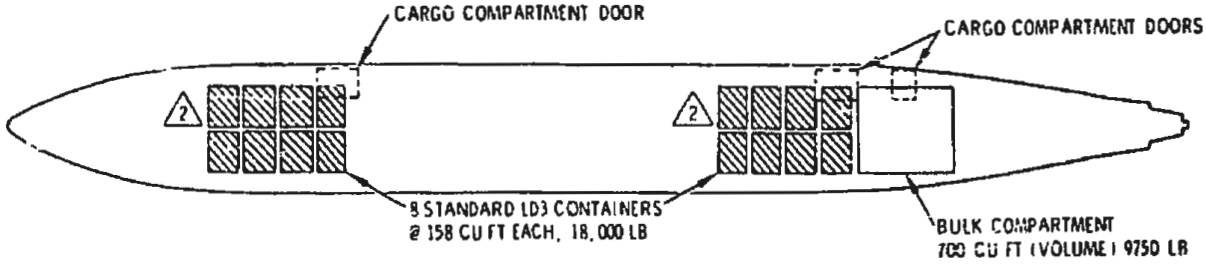




MI-1602-25-027

Cargo Compartments
Figure 1





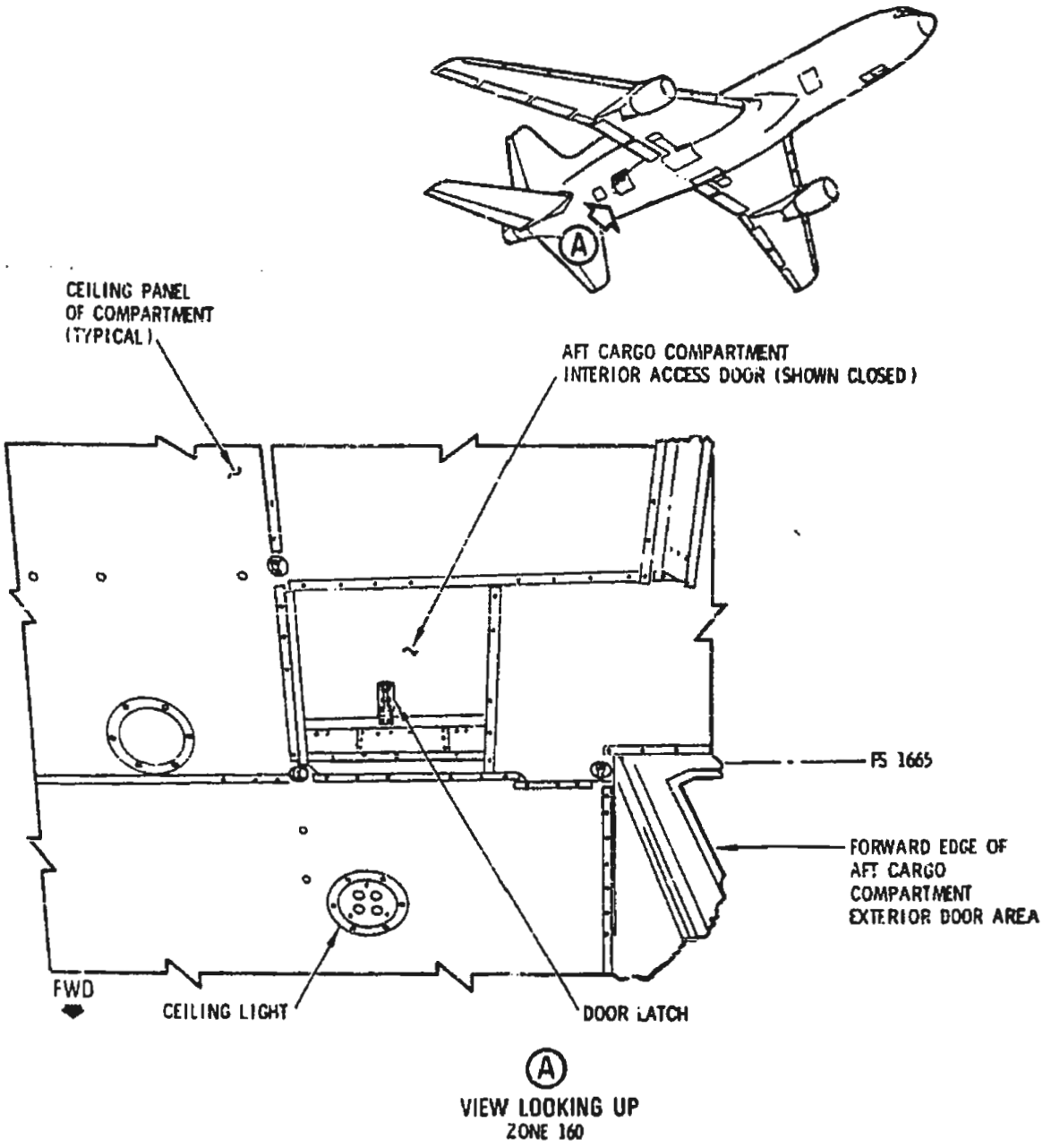
PLAN VIEW

NOTE

1. TOTAL CONTAINERIZED VOLUME - 2528 CU FT
   TOTAL VOLUME - 3228 CU FT
   TOTAL CONTAINERIZED WEIGHT - 36,000 LB
   TOTAL WEIGHT - 45,750 LB
2. CONTAINER LOCATION DESIGNATIONS WILL BE ASSIGNED AND MARKED BY EACH AIRLINE

HH 5063
M1-0101-25-072

Cargo Compartment System Configuration
Figure 2



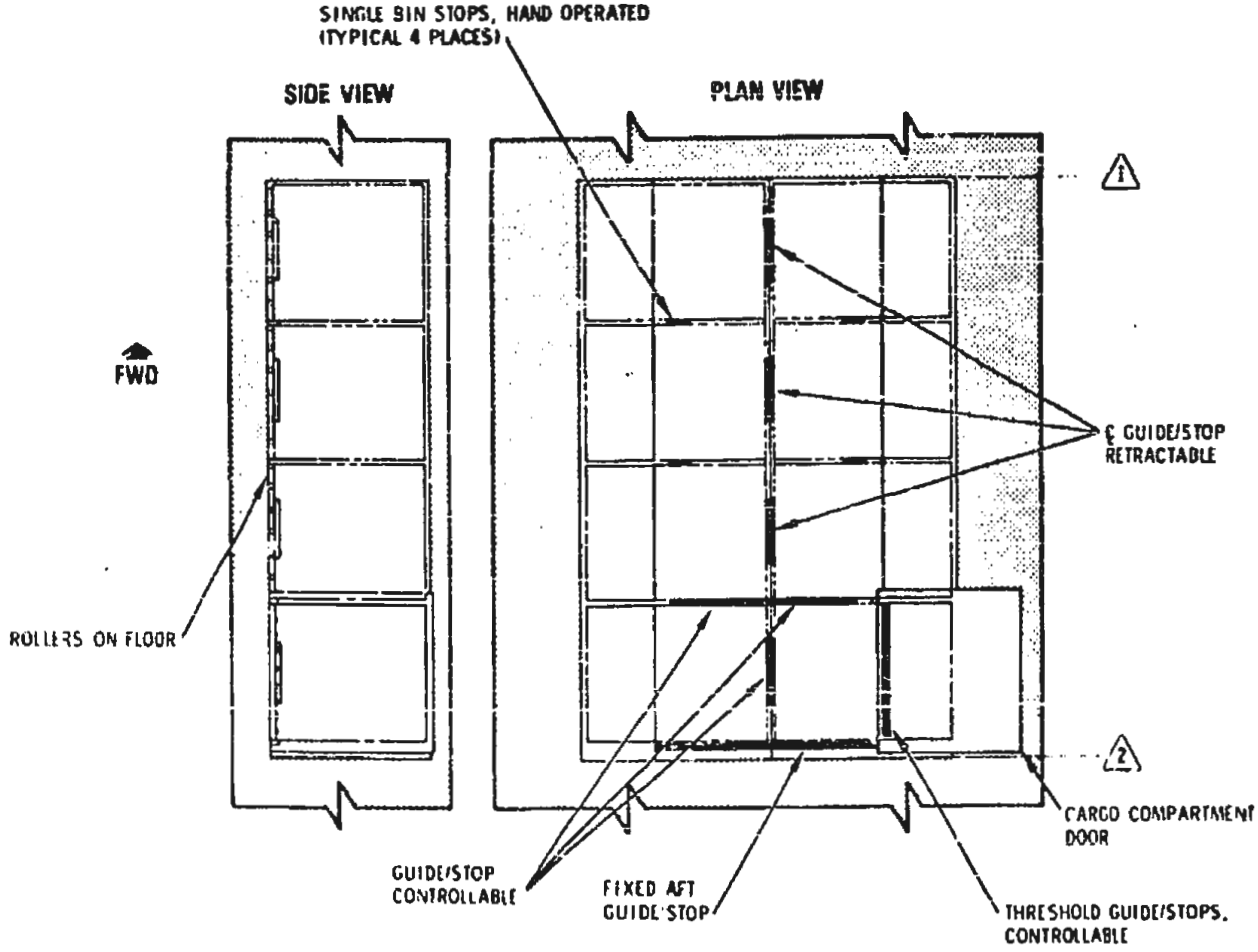
NOTE:
AFT CARGO COMPARTMENT INTERIOR ACCESS DOOR OPENS UPWARD AND CAN ONLY BE OPENED FROM PASSENGER COMPARTMENT AREA

M1-0001-25-716

R R Aft Cargo Compartment Interior Access
Figure 3

EFFECTIVITY: ALL

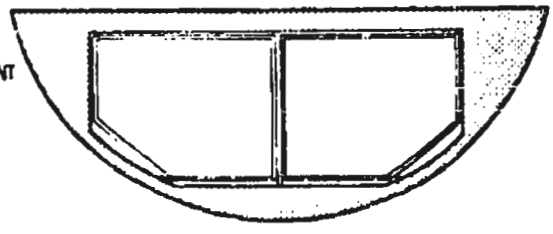
0018



NOTE

FORWARD AND CENTER CARGO COMPARTMENT RESTRAINT SYSTEMS ARE SIMILAR

1. FWD CARGO COMPARTMENT FS 449
   CENTER CARGO COMPARTMENT FS 1323
2. FWD CARGO COMPARTMENT FS 703
   CENTER CARGO COMPARTMENT FS 1625

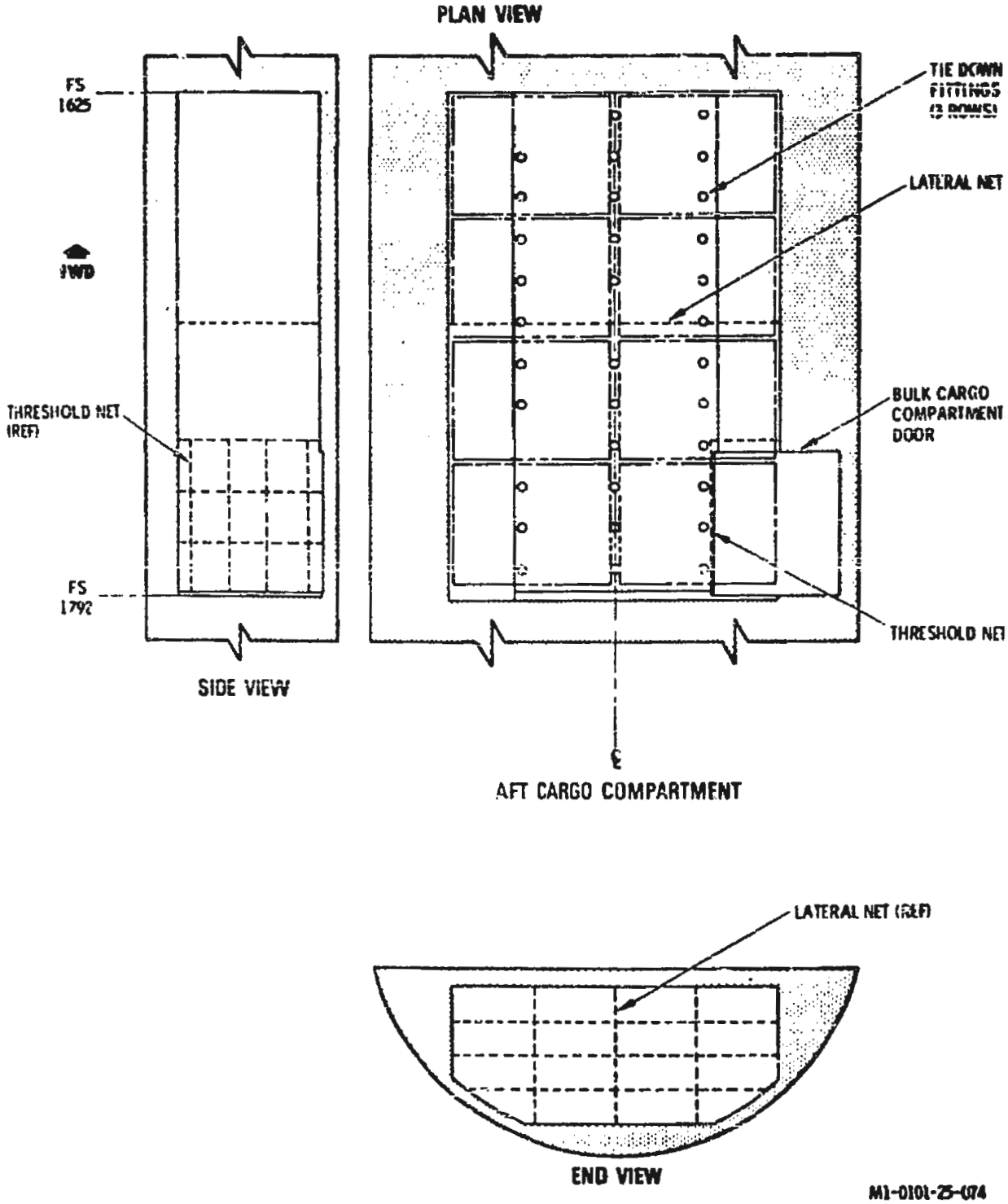


END VIEW

HH 5025
M1-A00-25-073

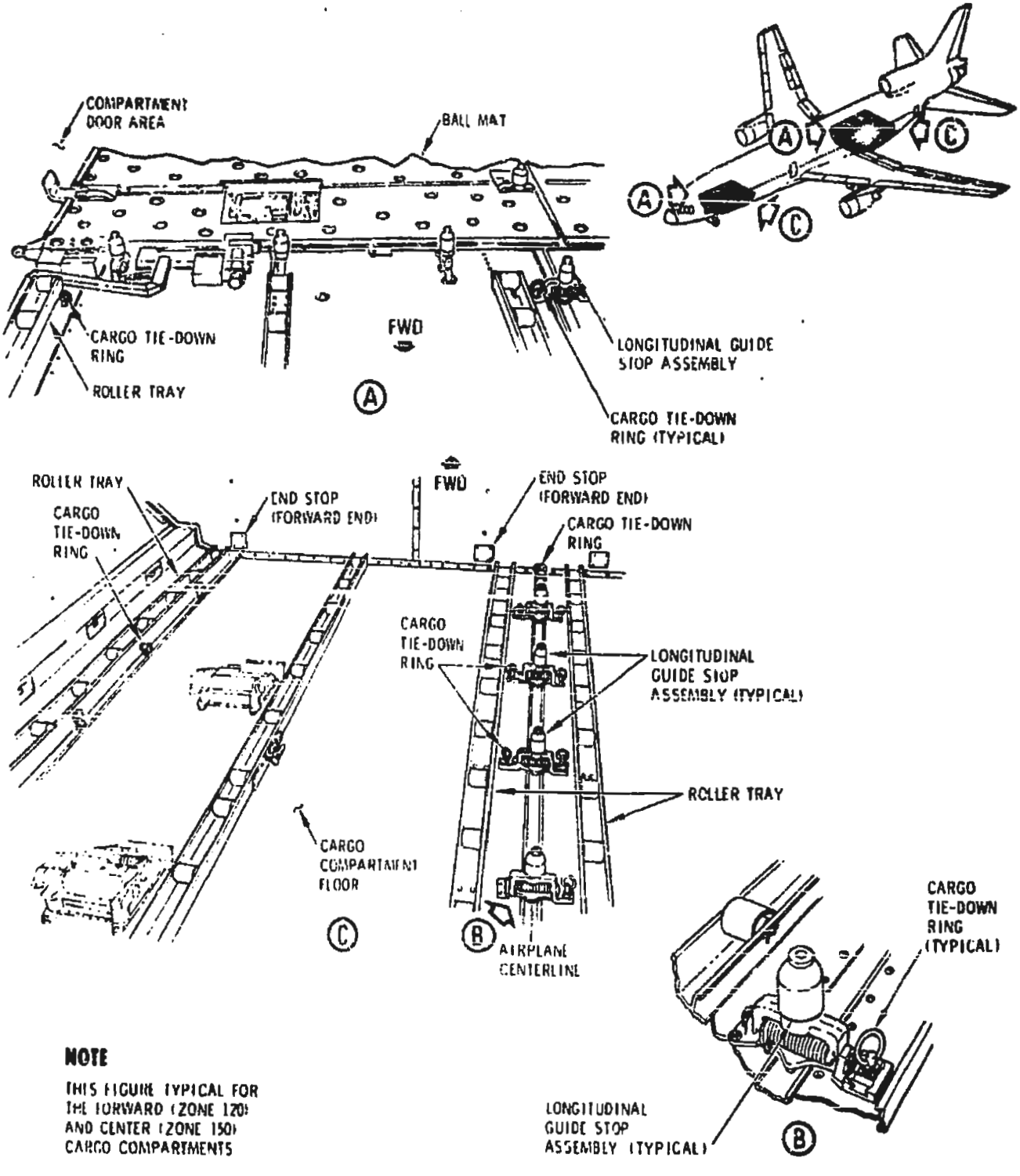
R Cargo Compartment Container Restraint System
R Figure 4

EFFECTIVITY: ALL



R
R Aft Cargo Compartment Restraint System
Figure 5

EFFECTIVITY: ALL



NOTE

THIS FIGURE TYPICAL FOR THE FORWARD (ZONE 120) AND CENTER (ZONE 150) CARGO COMPARTMENTS

HA 1043
M1-0100-25-714

Cargo Tie-down Ring
Figure 6

2. Decompression Venting

A. Description

Provisions for decompression venting are provided in each cargo compartment.

Provisions for decompression venting consist of a series of blowout panels installed in the left and right vertical sidewall liner panels and in the bulkheads located at FS 703, 1625 and 1792 (Ref. Fig. 11, 12, 13, 14, and 15). The sidewall liner blowout panels are oval-shaped and are retained by a channel ring (with rubber seal cemented to ring) and screws. The bulkhead blowout panels are retained by grooved retainer strips that are attached with bolts to the surrounding bulkhead structure. The blowout panels in the middle area of the bulkheads are protected by grilles which consist of vertically and horizontally mounted tubes
R that are retained by spring clips.

All blowout panels will blow out of retainers in either direction.

3. Forward Cargo Compartment

A. Description

The cargo compartment is equipped to handle preloaded (containerized) cargo containers. The containerized cargo capacity of the compartment is 1,264 cubic feet. The maximum allowable load is 18,000 pounds. The floor load capacity is 150 pounds per square foot maximum, and 1,300 pounds per foot lengthwise (longitudinal) maximum.

The compartment access door opens outward and provides a clear opening of 70 by 68 inches. The door sill is approximately 105 inches above the ground. The compartment can be adapted for continuous use of bulk loading after removing the equipment required for the preloaded containers. The compartment can be adapted for occasional use of bulk loading only, or for continuous or occasional use of part bulk and part containerized cargo with the equipment installed for the preloaded containers. The cargo doorway has barrier-net attachment provisions to prevent bulk cargo from shifting. For decompression venting information, refer to Paragraph 2.

The compartment walls, ceilings, and floors will restrain a full complement of eight containers. Manually engaged empty-space stop-locks provide positive container location when carrying less than a full complement of containers.

Remotely controlled floor-mounted stops for longitudinal and lateral container movement are installed at the cargo compartment door. Fixed container stops are installed at the forward end of the compartment.

4. Center Cargo Compartment

A. Description

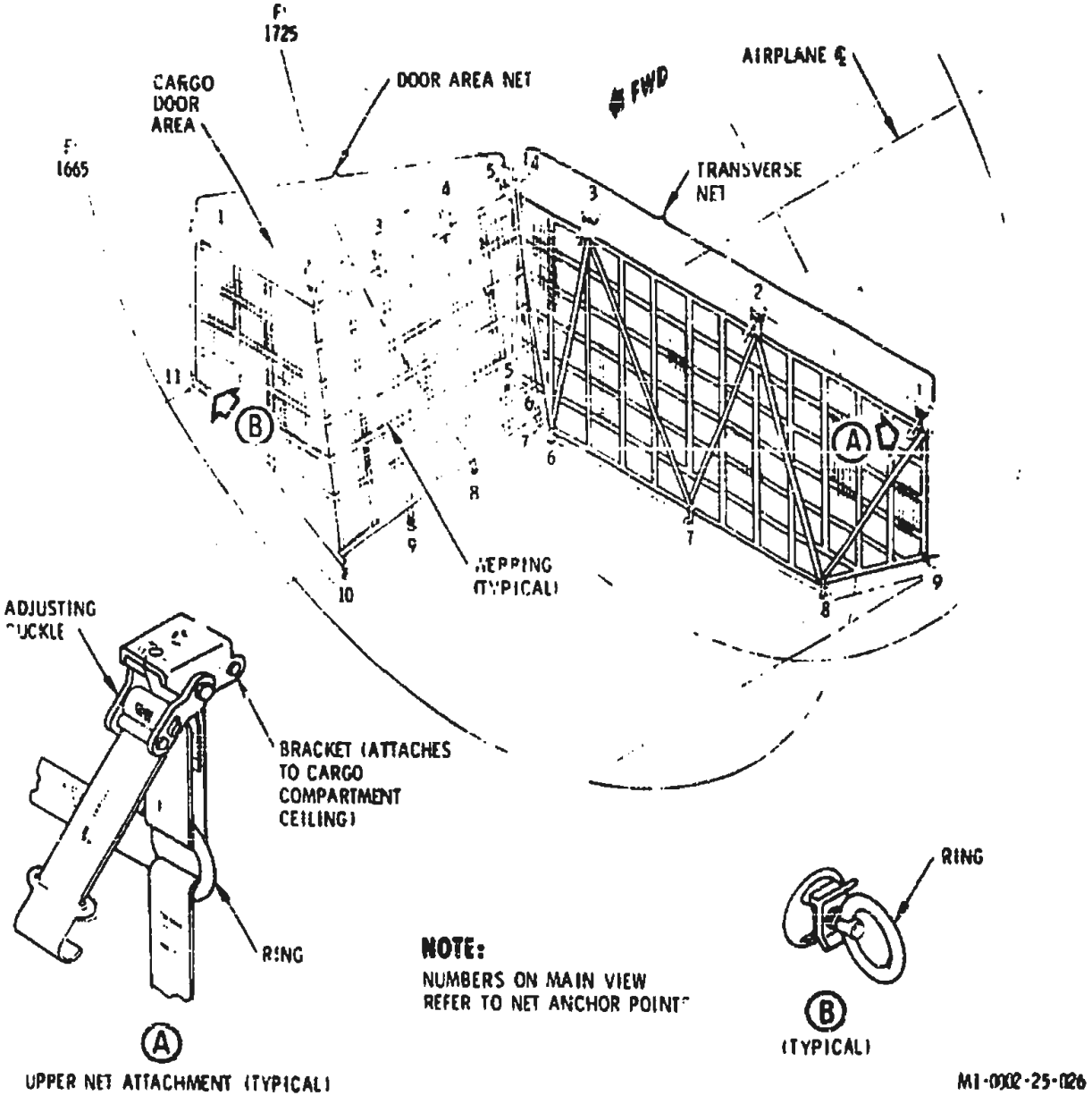
The center cargo compartment is identical to the forward cargo compartment. For decompression venting information, refer to Paragraph 2.

5. Aft Cargo Compartment

A. Description

The aft cargo compartment is used for bulk cargo. This compartment is also suitable for shipment of pets and other animals. The cargo capacity is 700 cubic feet. The maximum allowable load is 9,750 pounds (150 pounds per square foot floor loading). An interior access door is provided (Ref. Fig. 3). This door is located in the ceiling area, opens upward and can be opened only from inside the passenger compartment.

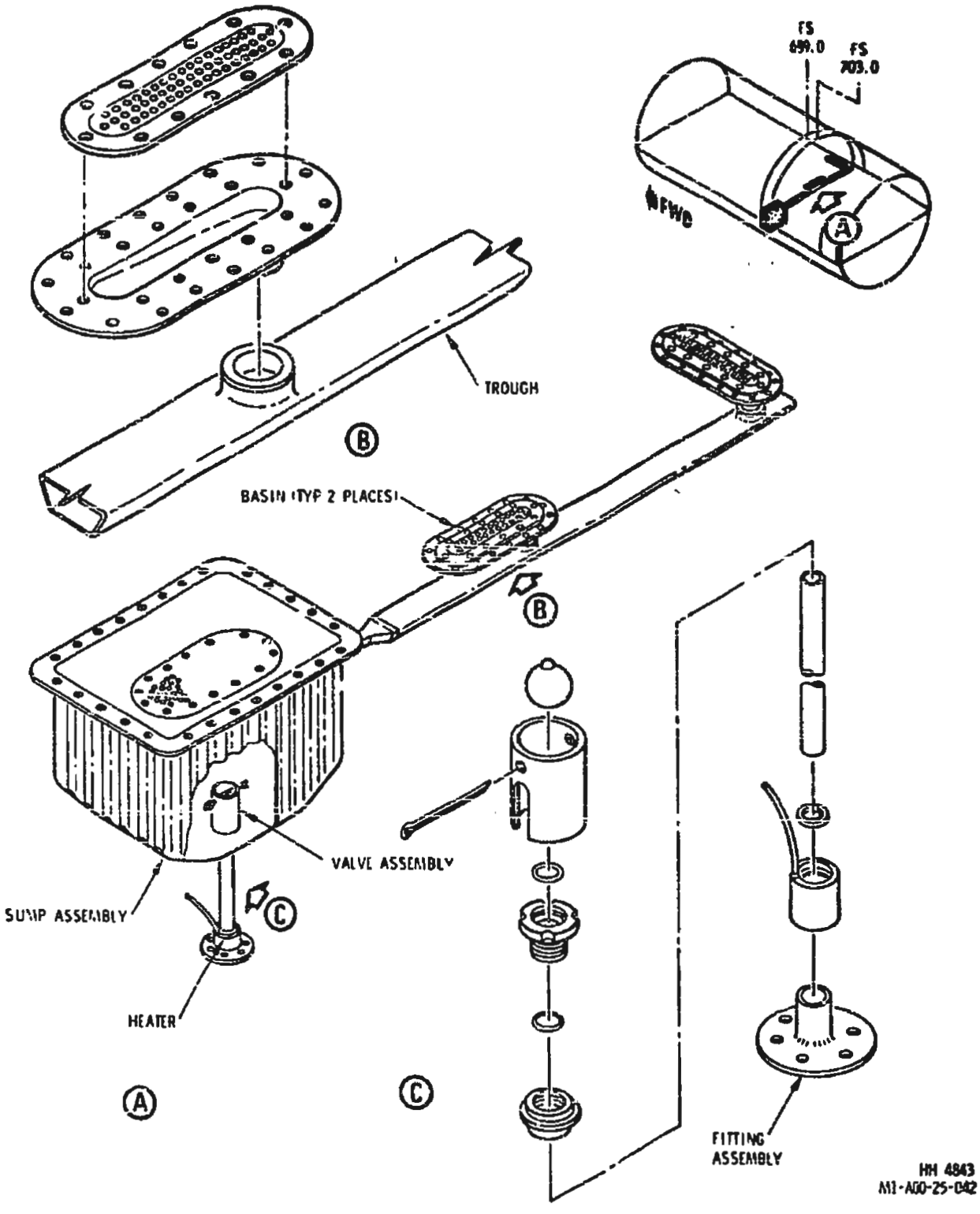
The compartment access door opens outward and provides a clear opening of 44 by 48 inches. The door sill is approximately 109 inches above the ground. For decompression venting information, refer to Paragraph 2.



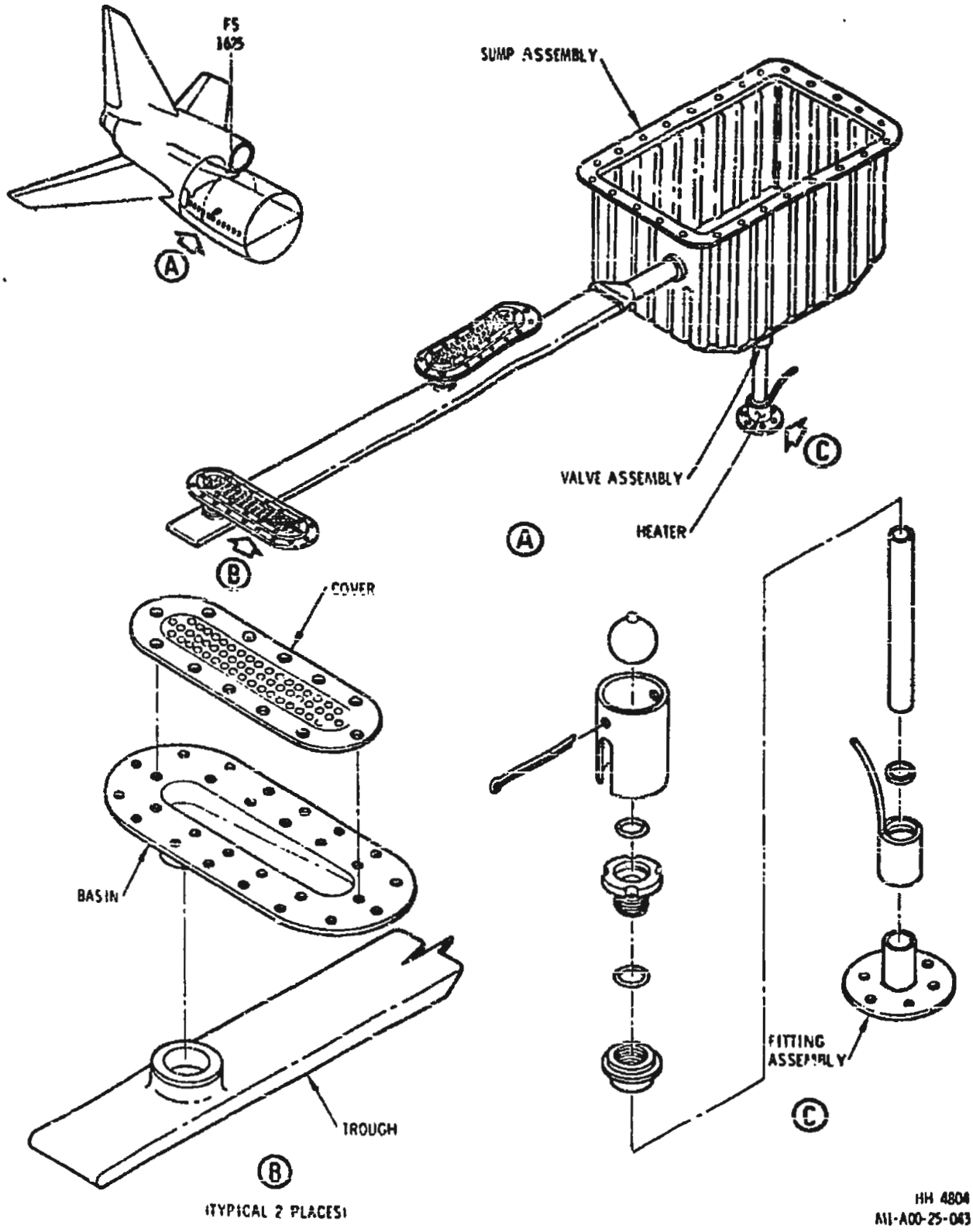
R Aft Cargo Compartment Restraint Nets
R Figure 7

EFFECTIVITY: ALL

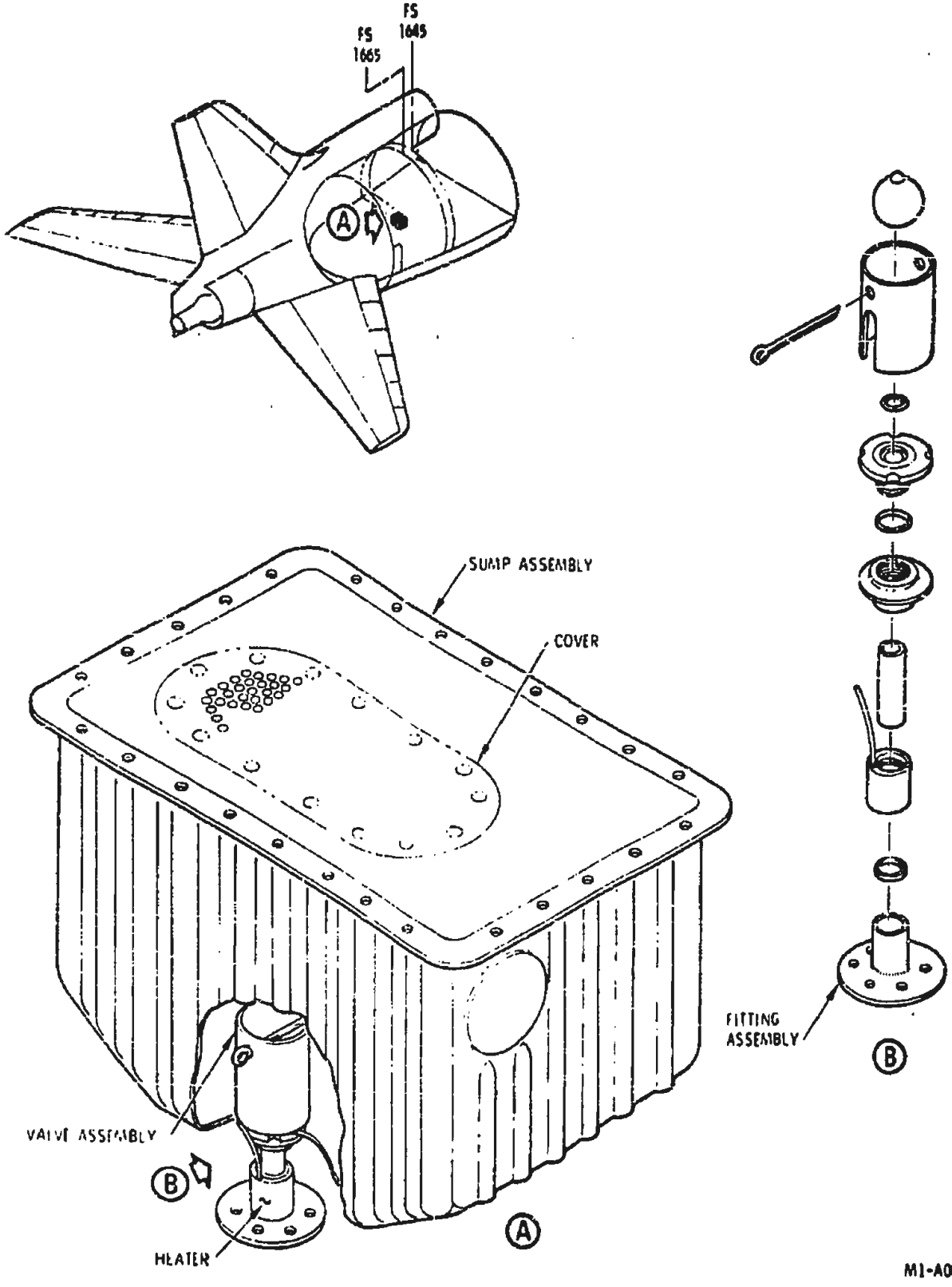
001B



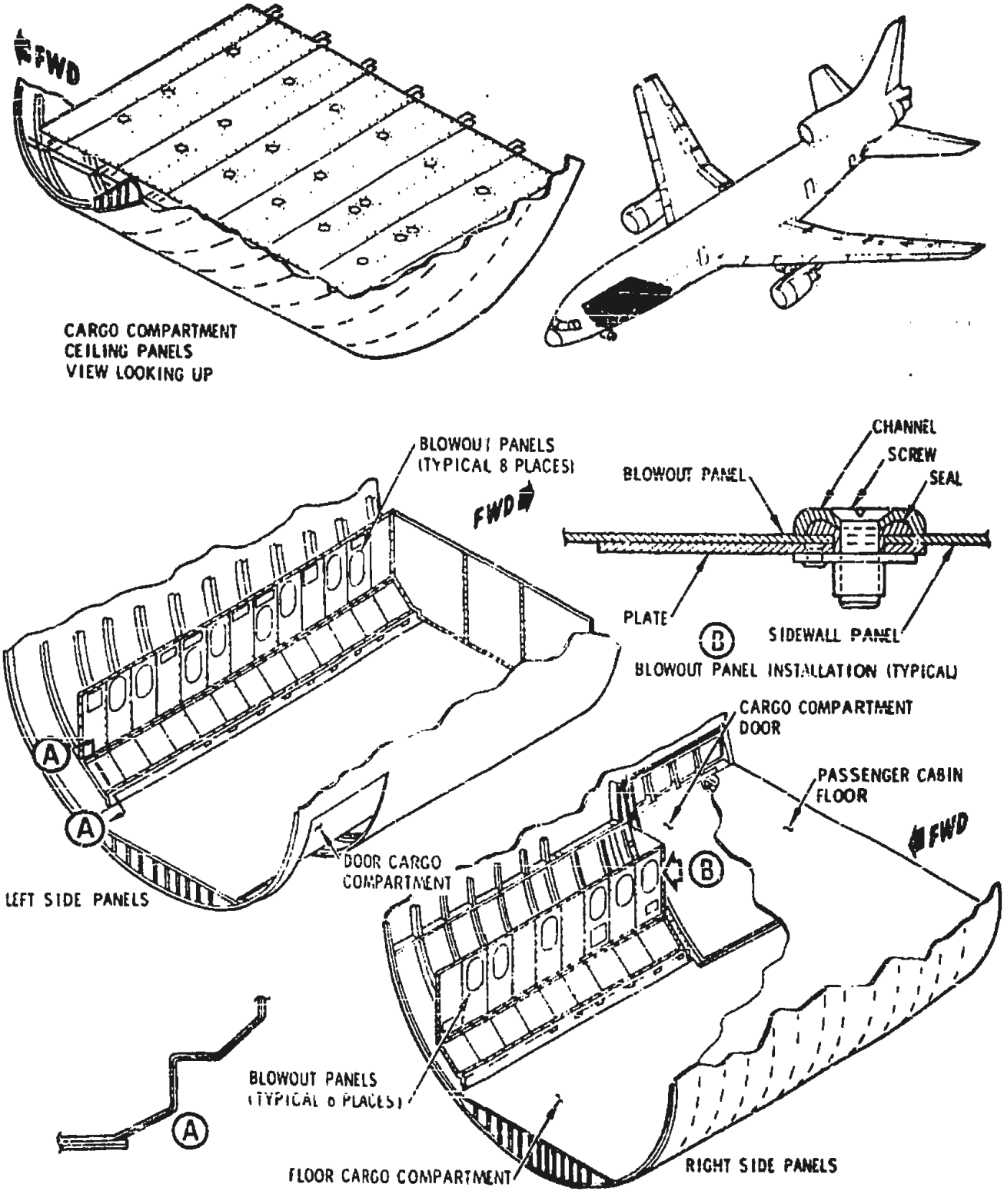
Forward Cargc Compartment Tank and Drain Assembly
Figure 8



Center Cargo Compartment Tank and Drain Assembly
Figure 9

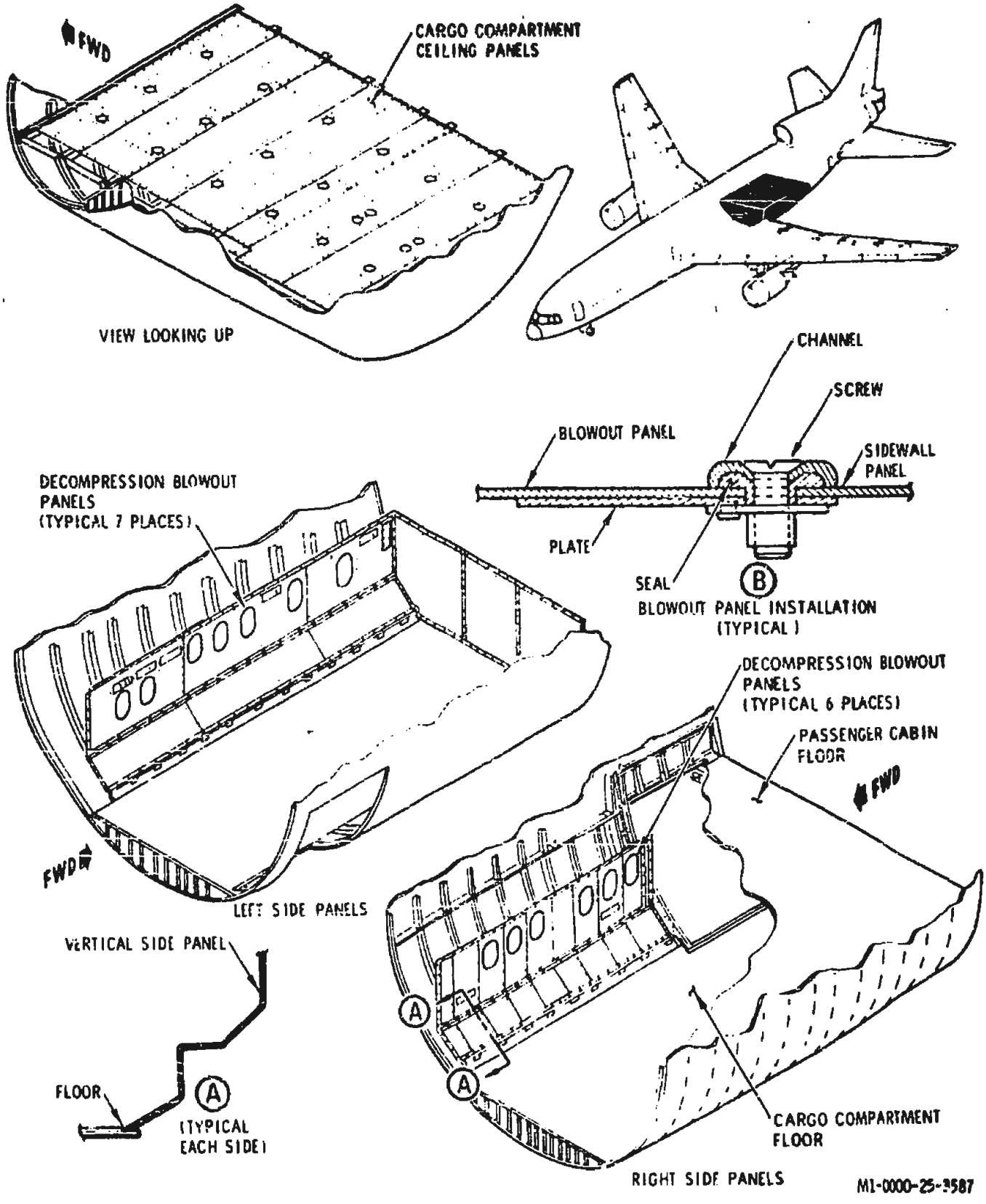


Aft Cargo Compartment Tank and Drain Assembly
Figure 10

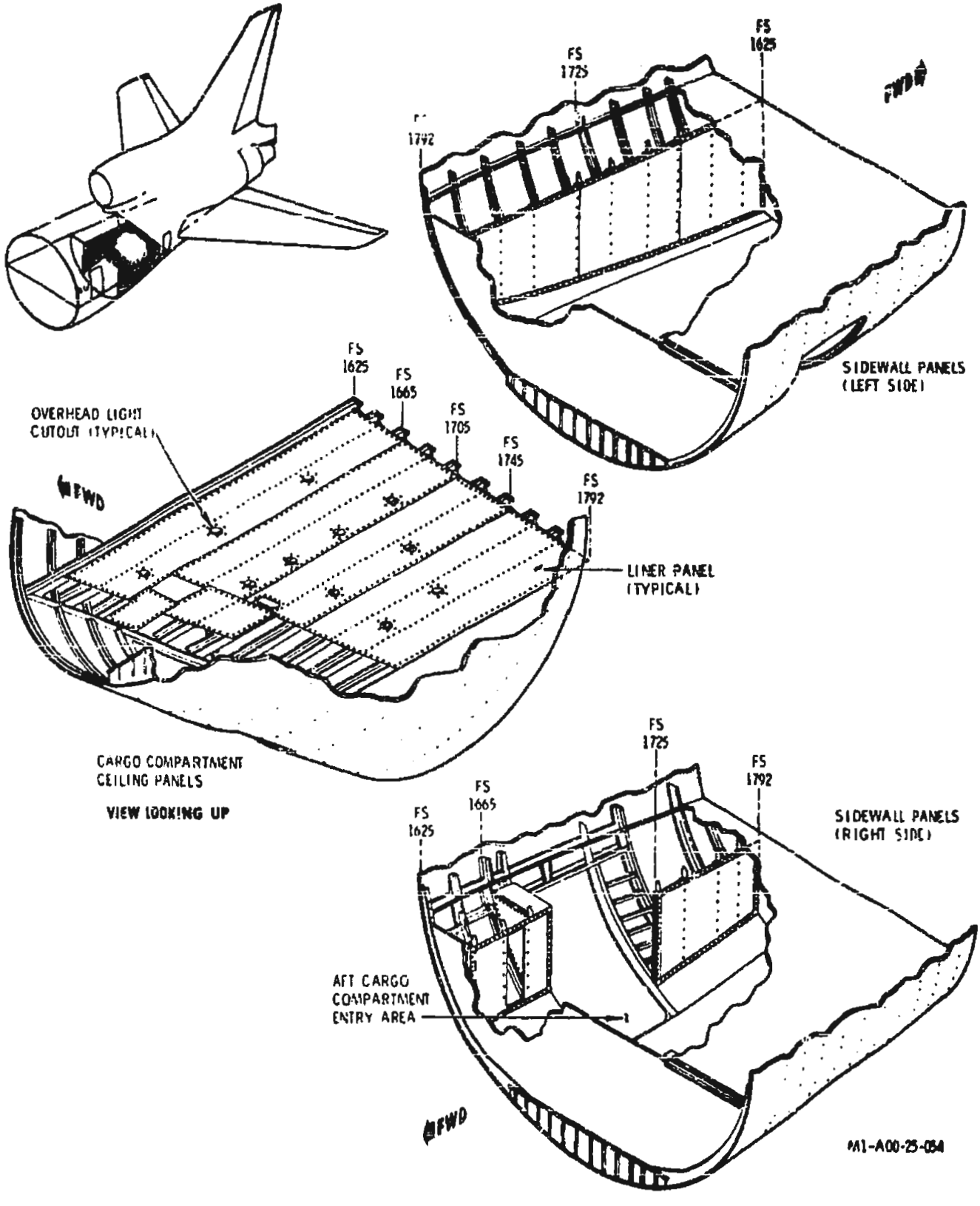


M1-0000-25-3586

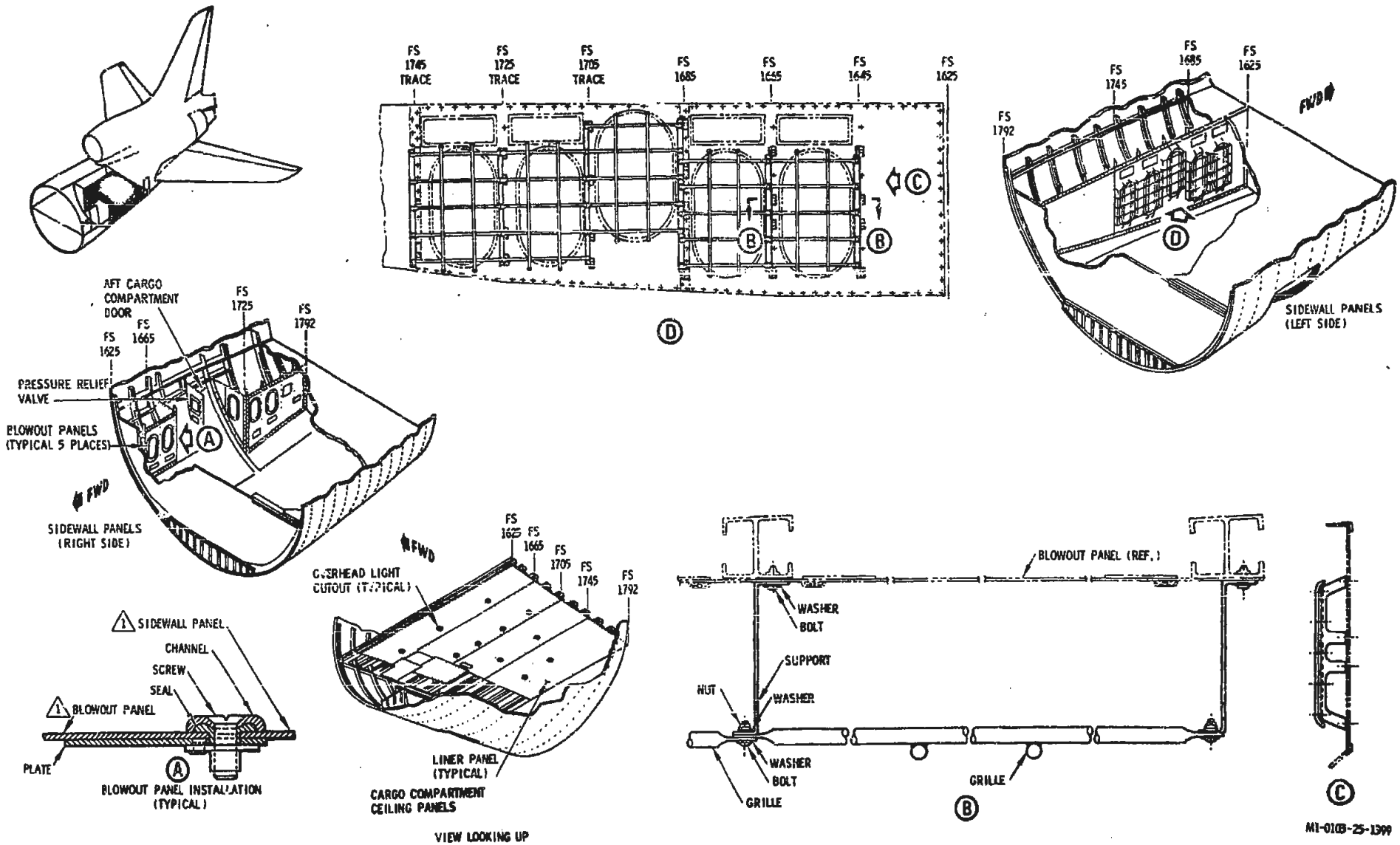
R
R Forward Cargo Compartment Liner Panels
Figure 11



R Center Cargo Compartment Liner Panels
R Figure 12



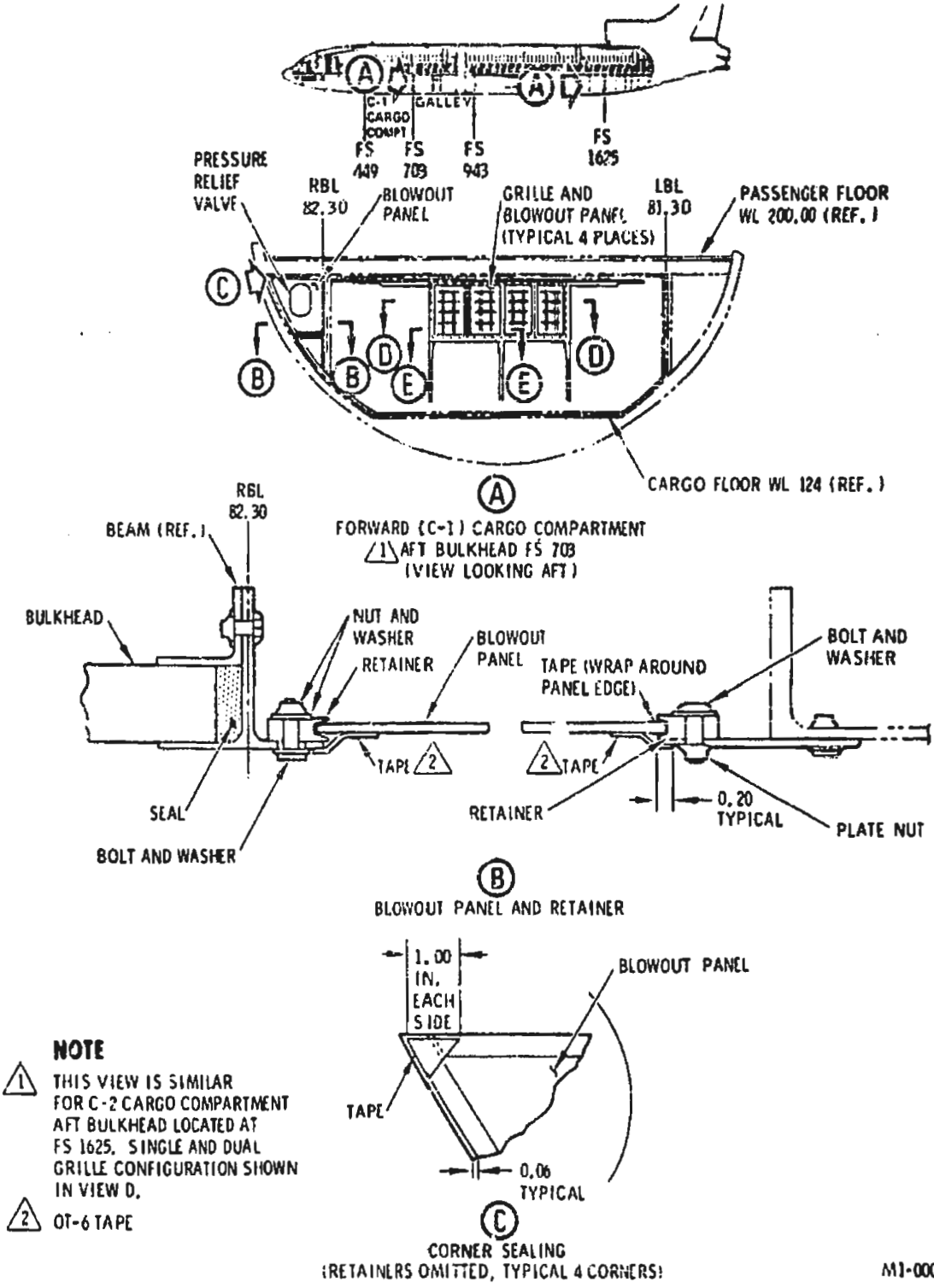
Aft Cargo Compartment Liner Panels
Figure 13



R Aft Cargo Compartment Liner Panels
R Figure 13

EFFECTIVITY: 001-031 WITH SB25-176

001B



NOTE

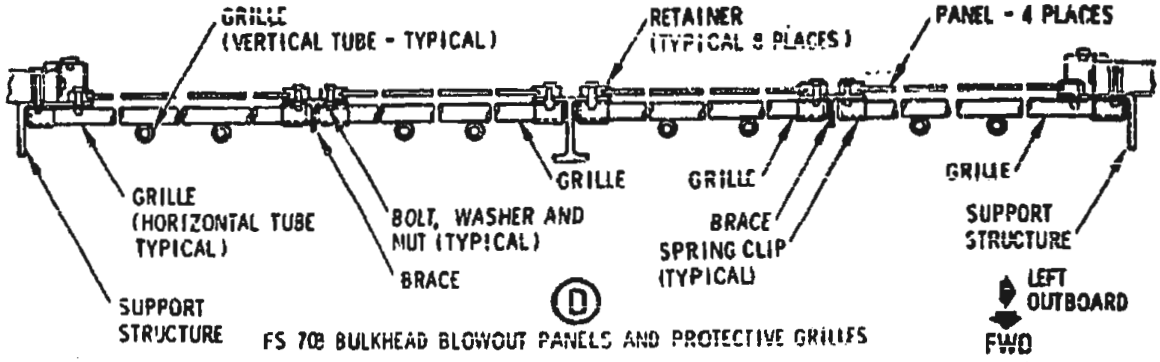
1. THIS VIEW IS SIMILAR FOR C-2 CARGO COMPARTMENT AFT BULKHEAD LOCATED AT FS 1625. SINGLE AND DUAL GRILLE CONFIGURATION SHOWN IN VIEW D.
2. OT-6 TAPE

M1-0000-25-5005

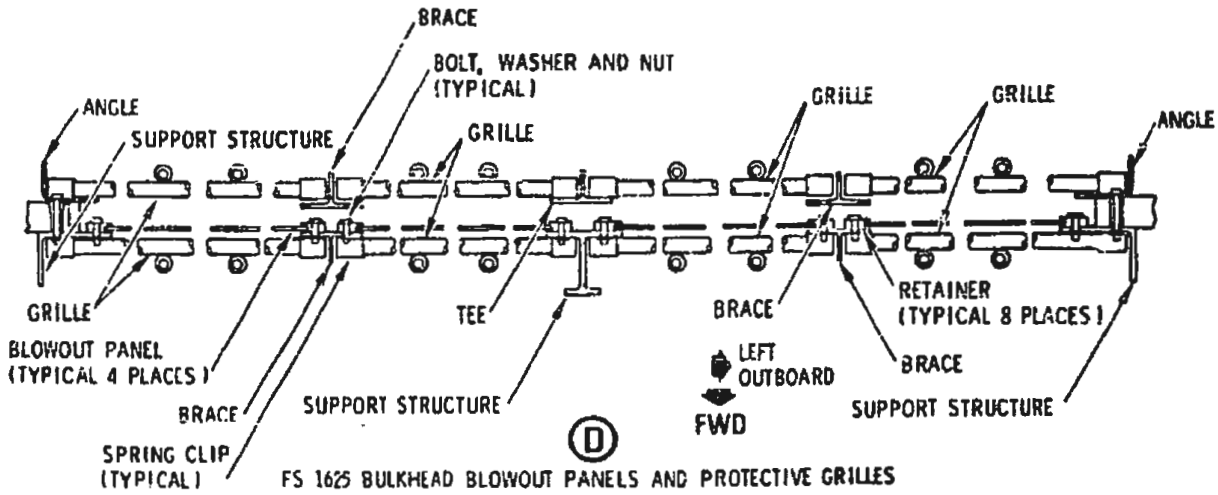
CR Forward and Center Cargo Compartment Aft Bulkheads
CR Figure 14 (Sheet 1)

EFFECTIVITY: ALL

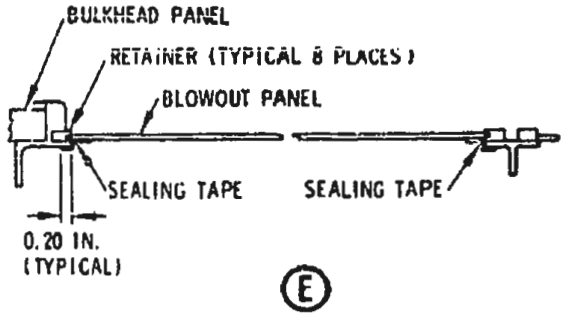
001B



FS 708 BULKHEAD BLOWOUT PANELS AND PROTECTIVE GRILLES



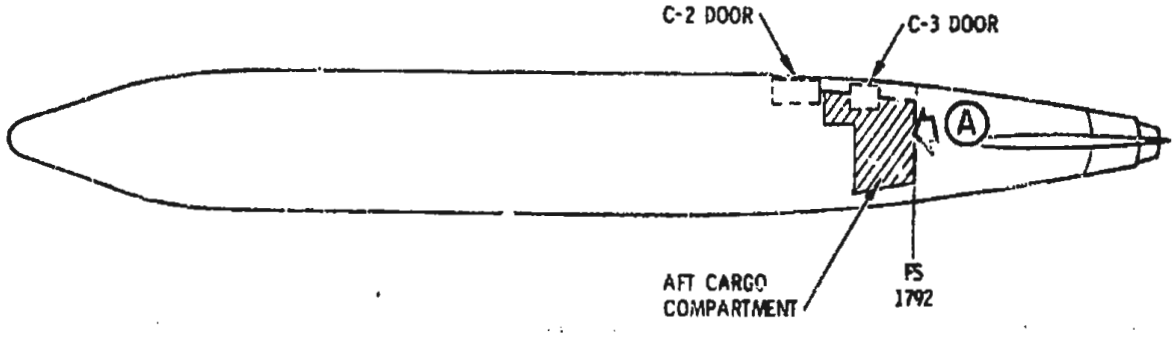
FS 1625 BULKHEAD BLOWOUT PANELS AND PROTECTIVE GRILLES

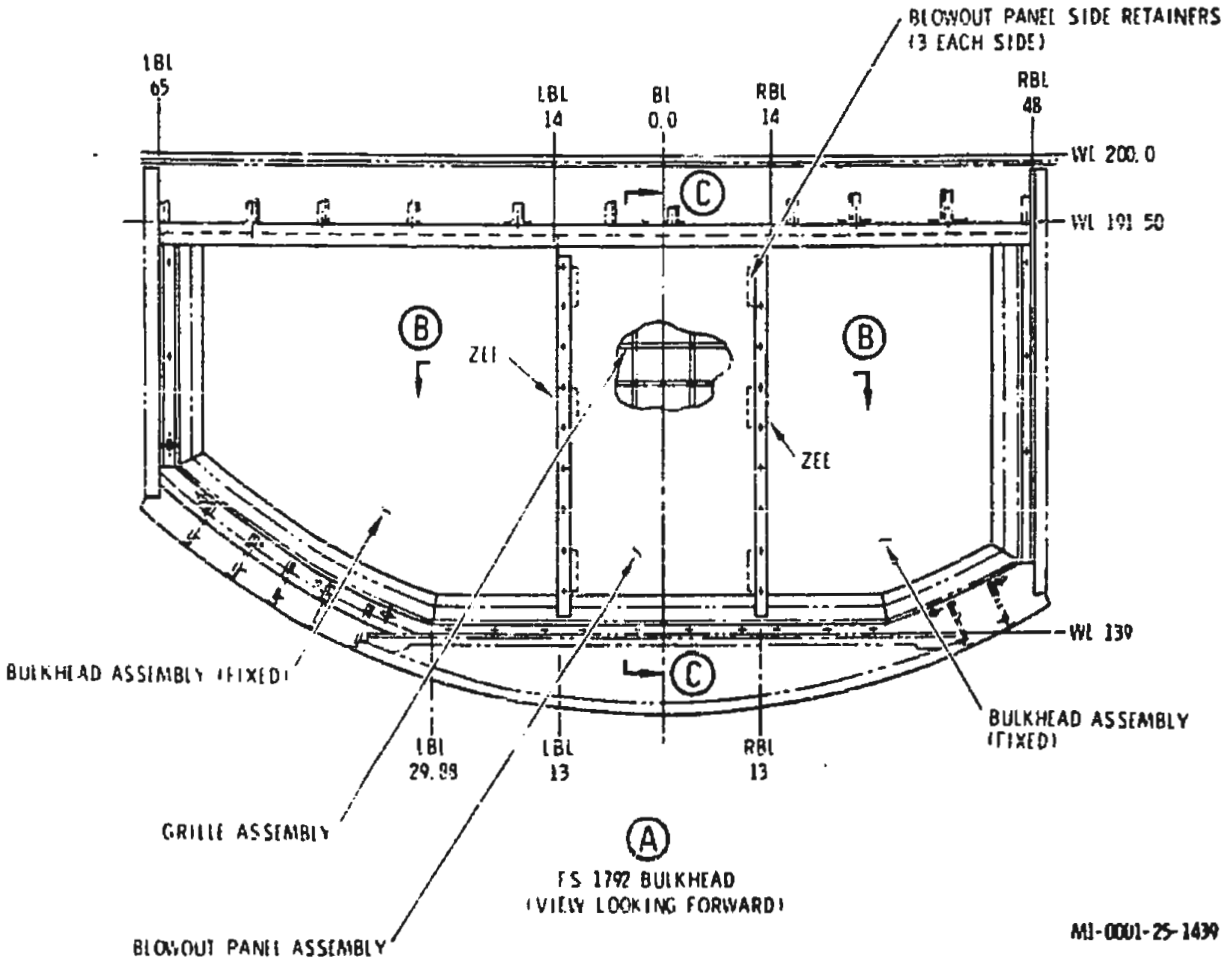


BLOWOUT PANEL RETAINERS AND TAPE

M1-0100-25-1401

Forward and Center Cargo Compartment Aft Bulkheads
Figure 14 (Sheet 2)



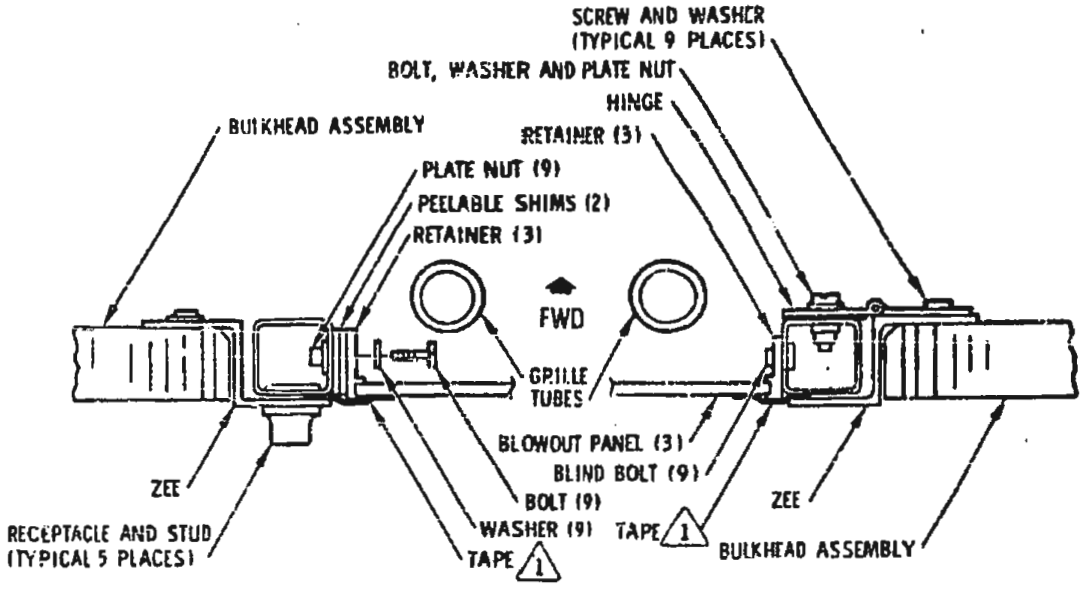


R
R

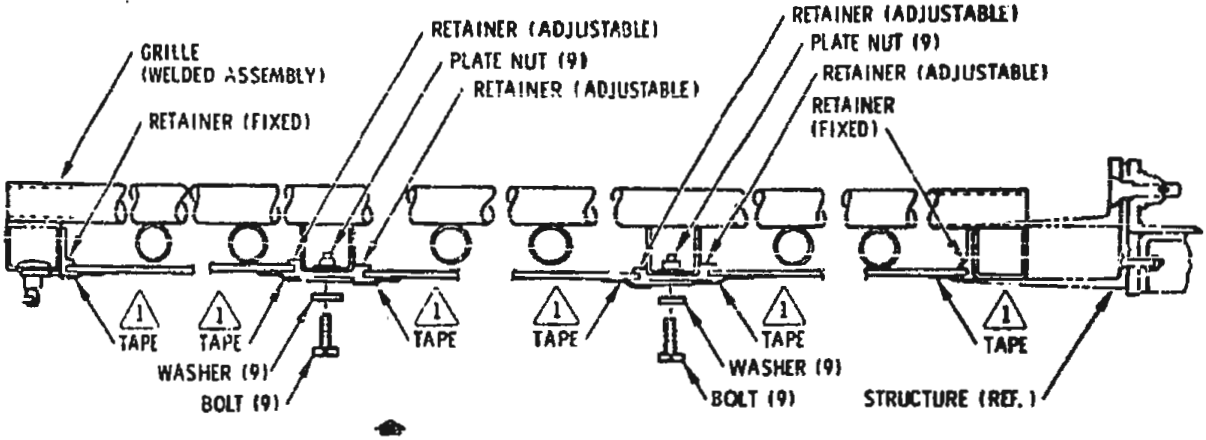
Aft Cargo Compartment Bulkhead
Figure 15 (Sheet 1)

EFFECTIVITY: ALL

001B



(B) BLOWOUT PANELS VERTICAL RETAINERS (TYPICAL 3 LOCATIONS EACH SIDE)



(C) BLOWOUT PANEL HORIZONTAL RETAINERS AND SEALING

NOTE
1 OT-6 TAPE

MI-0101-25-1440

Aft Cargo Compartment Bulkhead
Figure 15 (Sheet 2)

CARGO COMPARTMENT DRAIN SUMP ASSEMBLY - REMOVAL AND INSTALLATION

1. General

A drain assembly is installed in the floor of the forward and center cargo compartments at FS 699, LBL12 and FS 1621, LBL12, and in the forward end of the aft cargo compartment at FS 1661, LBL12 below their respective floors. The valve assembly can be removed from inside the tank after tank assembly is separated from the attaching floor panel. The drain heater is removed from outside the aircraft (Ref. 30-71-09).

2. Referenced Procedure

25-52-04	Ball Mat Assembly - Removal and Installation
30-71-09	Cargo Compartment Drain Heater - Removal and Installation

3. Equipment and Materials

Grease, Dow Corning No. 33 Med., or equivalent

Low Adhesion Sealing Compound, LAC Spec C-40-769, Type I (Products Research Co. PN PR1301 HT-K), or equivalent

4. Removal/Installation

A. Removal

(1) On galley right circuit breaker panel, zone 130, open and tag circuit breaker WATER SYSTEM - HTR - DRAINLINE (B2).

(2) At forward and center cargo compartments, raise left ball mat assembly and allow to rest against compartment aft vertical partition (Ref. 25-52-04).

(3) Remove screws securing sump grille to floor panel.

(4) Remove screws securing floor panel to floor structure.

(5) In forward and center cargo compartments, move sump assembly sideways as required to disengage drain trough tube from seal on sump sidewall.

(6) Gradually raise floor panel (with sump assembly attached) to disengage valve assembly from slip joint at base of sump.

R (7) Remove screws securing sump assembly to floor panel.

(8) Remove sump assembly.

B. Installation

(1) Install sump assembly on bottom side of floor panel. Do not tighten screws at this time.

R (2) Apply small quantity of No. 33 medium grease around end
R of trough extension and interfacing inner surface of
R sump seal and to valve assembly slip tube exterior.

R NOTE: Verify O-ring is installed inside of drain tube
R fitting before lowering sump assembly.

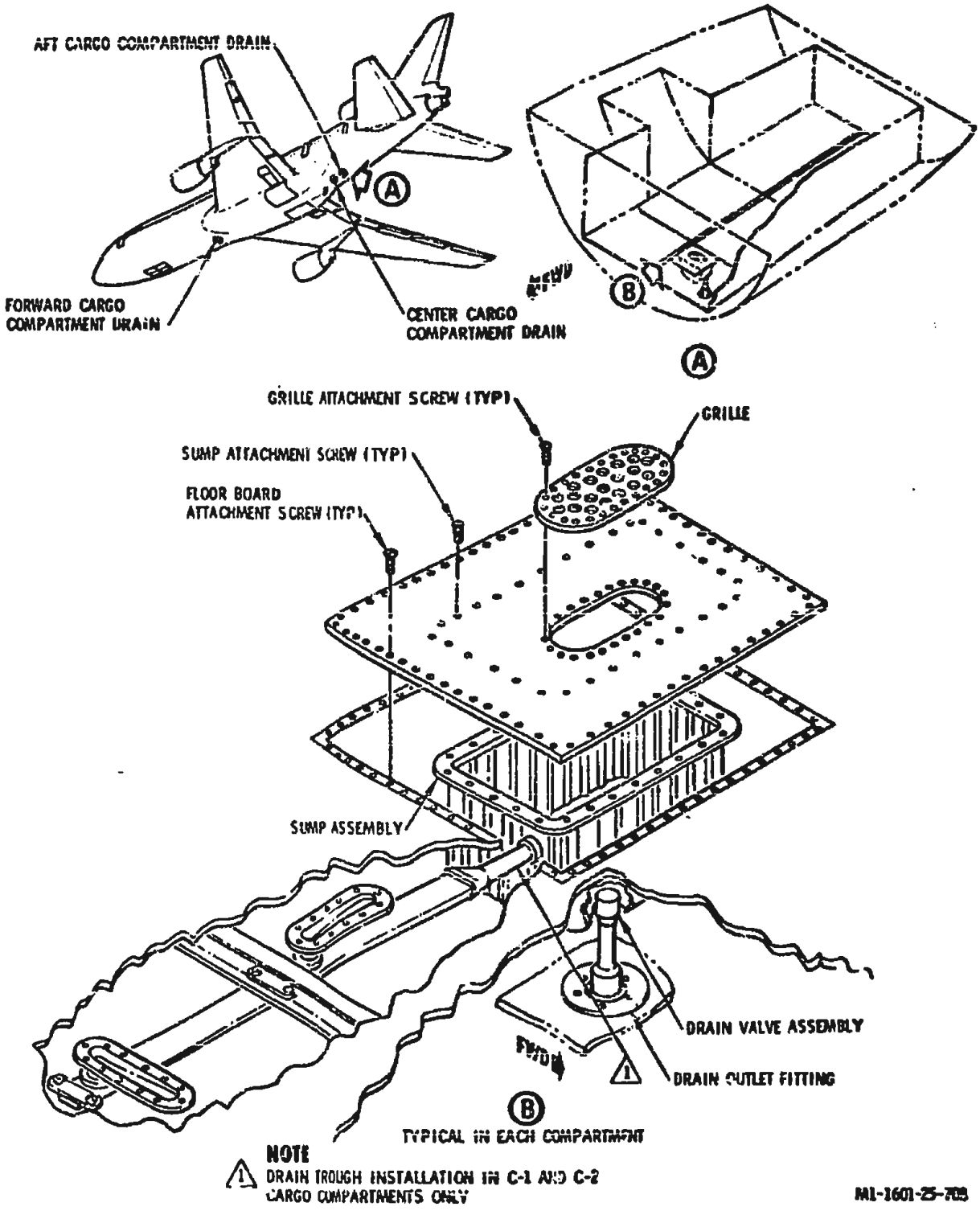
R (3) Gradually lower floor panel (with sump attached) into
R position on floor support structure. Verify valve
R assembly tube slides inside overboard drain tube
R without excessive side load or bending of slip tube.
R (4) In forward and center cargo compartments, move
R sump inboard as required to insert trough extension
R tube into sump seal.

R (5) Complete installation of floor panel, and tighten sump
R attachment screws.

R (6) Install grille on floor panel.

R (7) Lower ball mat assembly into operating position (Ref.
R 25-52-04).

R (8) Remove tag and close circuit breaker opened in Step
R 4A(1).



R R Drain Sump Assembly - Removal and Installation
Figure 401

EFFECTIVITY: ALL

001B

CARGO COMPARTMENT DRAIN SUMP ASSEMBLY - INSPECTION AND CHECK

1. General

This procedure provides information for the inspection and check of the cargo drain assembly. In addition, information is given for cleaning and removing foreign matter in the drain fittings
R and tubes. The drain assembly is installed on the floor in the forward, center and aft cargo compartments (Ref. Fig. 601).

2. Equipment and Materials

Pan or bucket

Floor vacuum cleaner

O-Ring, NAS 1612-10

Cotter pin, MS 24665-520

Cement, General Purpose - EC-1300L (3-M Co), or equivalent

3. Referenced Procedure

25-52-04 Ball Mat Assembly - Removal and Installation

4. Inspection/Check

A. Procedure

(1) Raise forward end of left ball with assembly and place against compartment vertical partition (Ref. 25-52-04).

R (2) Remove screws securing grille to floor board and remove
R grille.

(3) Inspect sump assembly for dirt and other foreign matter collecting at bottom floor. Vacuum clean if necessary.

(4) Pour water in drain basin and observe if water collects in sump tank. If not, purge drain basin with water pressure to remove obstruction.

(5) Observe water level at sump assembly. If water is not draining overboard proceed as follows:

(a) Remove cotter pin which retains ball.

(b) Remove ball from cage.

(c) With water hose nozzle directed into cage opening of drain assembly, purge until obstruction is removed. Verify water is flowing overboard freely.

(d) Check ball removed from cage for cracks or mineral deposits on surface, or out-of-round condition. Replace if necessary.

(e) Remove O-ring from groove in valve assembly fitting and discard.

NOTE: The O-ring is installed with cement in groove area. Use care during removal to prevent damage to groove.

(f) Clean groove.

(g) Apply light coat of cement to groove and install new O-ring, pressing firmly into groove.

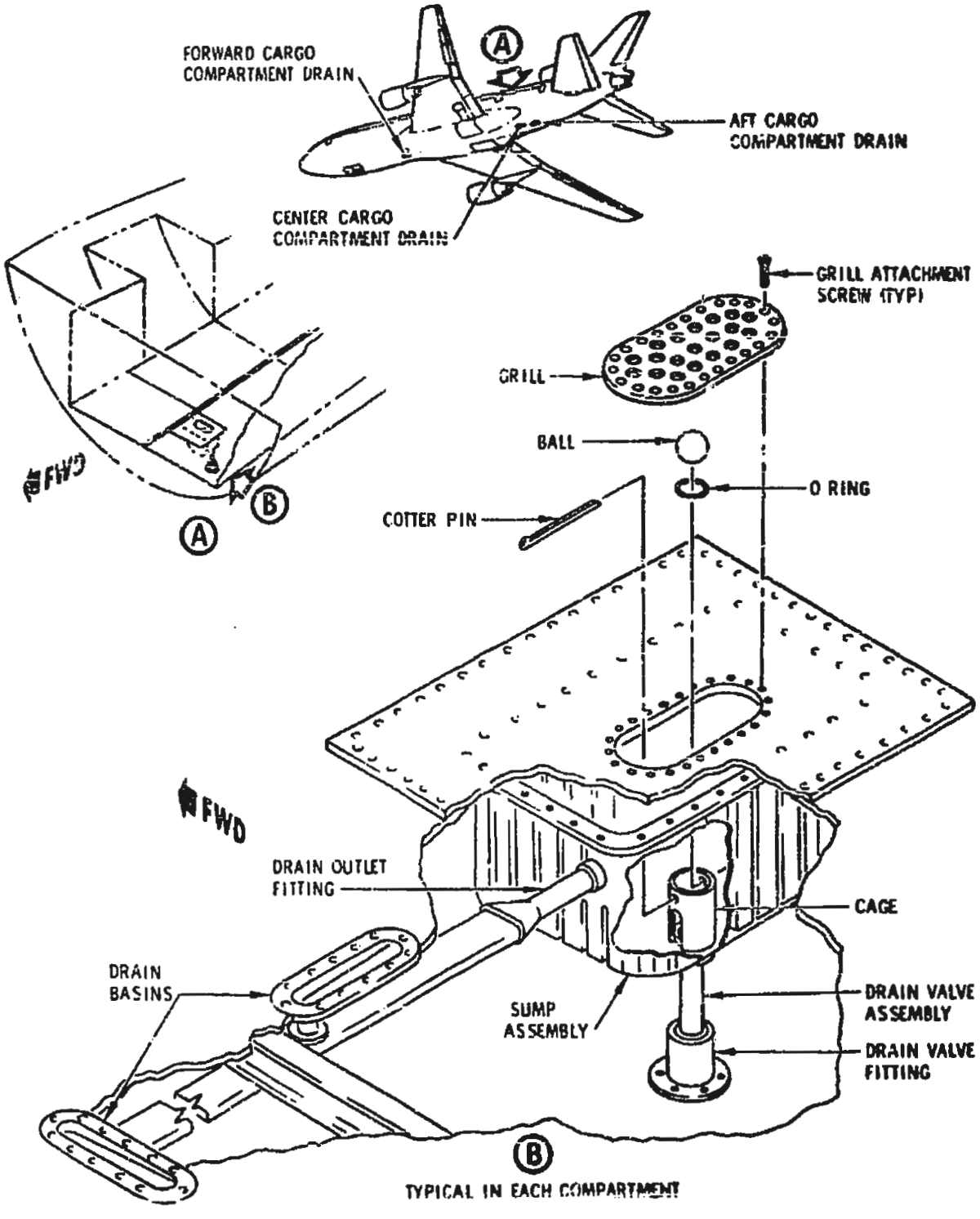
NOTE: Remove all cement which may extrude from groove. Assure cement is not present on O-ring seating surface and drain openings.

(h) Install ball in cage.

(i) Install cotter pin in cage.

(6) Install grille onto floor board.

(7) Lower left ball mat into the operational position.



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R R Cargo Compartment Drain - Sump Assembly - Inspection and Check
Figure 601

R R 01B EFFECTIVITY: ALL

CARGO COMPARTMENT LINER PANELS - REMOVAL AND INSTALLATION

R 1. General

R All cargo compartments are equipped with overhead, vertical and
R diagonal liner panels. Removal and installation for all liner
R panels is similar (Ref. Fig. 401).

R 2. Equipment and Materials

R LCM 40-1280 TYPE I Sealing Compound

R MIL-P-15280E(1) (LAC C-24-1255) TYPE I Foam Closed Cell

R Tape with Contact Adhesive Backing

R 3. Reference Procedures

R 20-51-04 Environmental Sealing of L-1011 Airplane

R 4. Removal/Installation

R A. Removal

R (1) Remove screws on light trim ring, smoke detector trim
R strips and bulk cargo, net tie-downs, where applicable.

R (2) Remove screws on trim strips, rub strips, and clips for
R electrical conduit, where applicable.

R NOTE: Tag and identify, each trim strip or rub strip,
R for location, if applicable. Trim strips and
R rub strips have various lengths and attachment
R hole patterns, and must be installed in location
R from which they were removed.

R (3) Remove screws attaching liner panel to structure.

R NOTE: Panels must be appropriately supported when
R screws are removed.

R Do not remove smaller access panels attached to
R liner panel being removed.

R Sealing strips are installed in all areas where
R liner panels come in contact with structure, and
R where liner panels overlap each other.

R NOTE: On aircraft with SB25-276, SB25-404 and SB25-428, when removing vertical sidewall liner panels having blowout panel(s) and protective grille guard(s), the grille guard(s) must first be removed and the screws retained separately (Ref. Fig. 401).

(4) Remove liner panel from aircraft.

(5) Using plastic scraper, remove sealant from structure.

B. Installation

(1) If sealing strips are damaged, replace with MIL-P-15280E(1) (LAC C-24-1255) Foam Closed Cell Tape.

(2) Place liner panel into position.

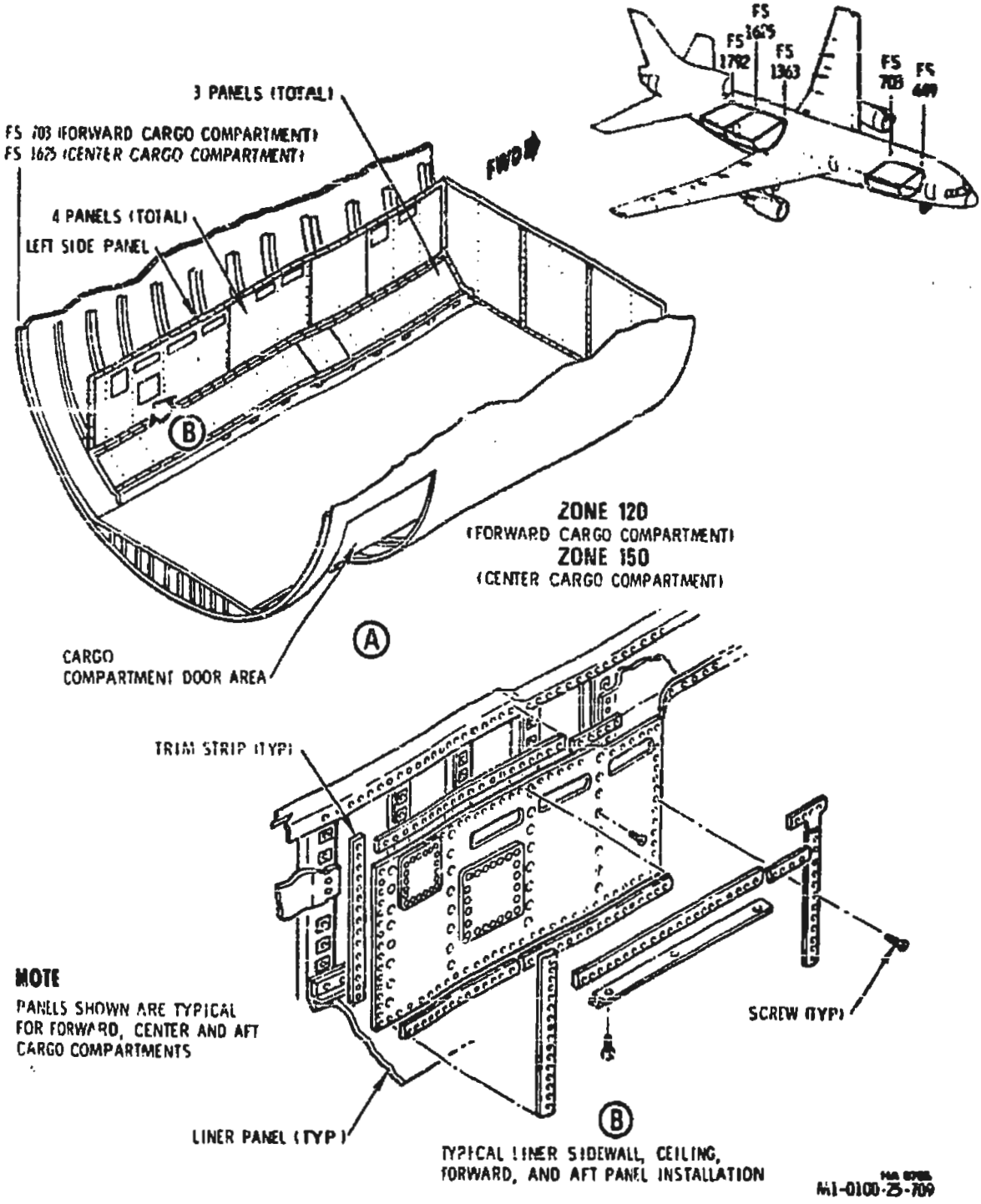
(3) Secure liner panel with screws.

R NOTE: On aircraft with SB25-276, SB25-404 and SB25-428, if the liner panel is a vertical sidewall liner panel having blowout panel(s), secure grille guard(s) with screws.

(4) Install trim strips, rub strips and clips for electrical conduit, where applicable. Secure with screws.

(5) Install light trim ring, smoke detector trim strips and bulk cargo, net tie-downs, where applicable. Secure with screws.

(6) Apply LCM 40-2180 TYPE I, sealing compound, in continuous bead as necessary (Ref. 20-51-04).

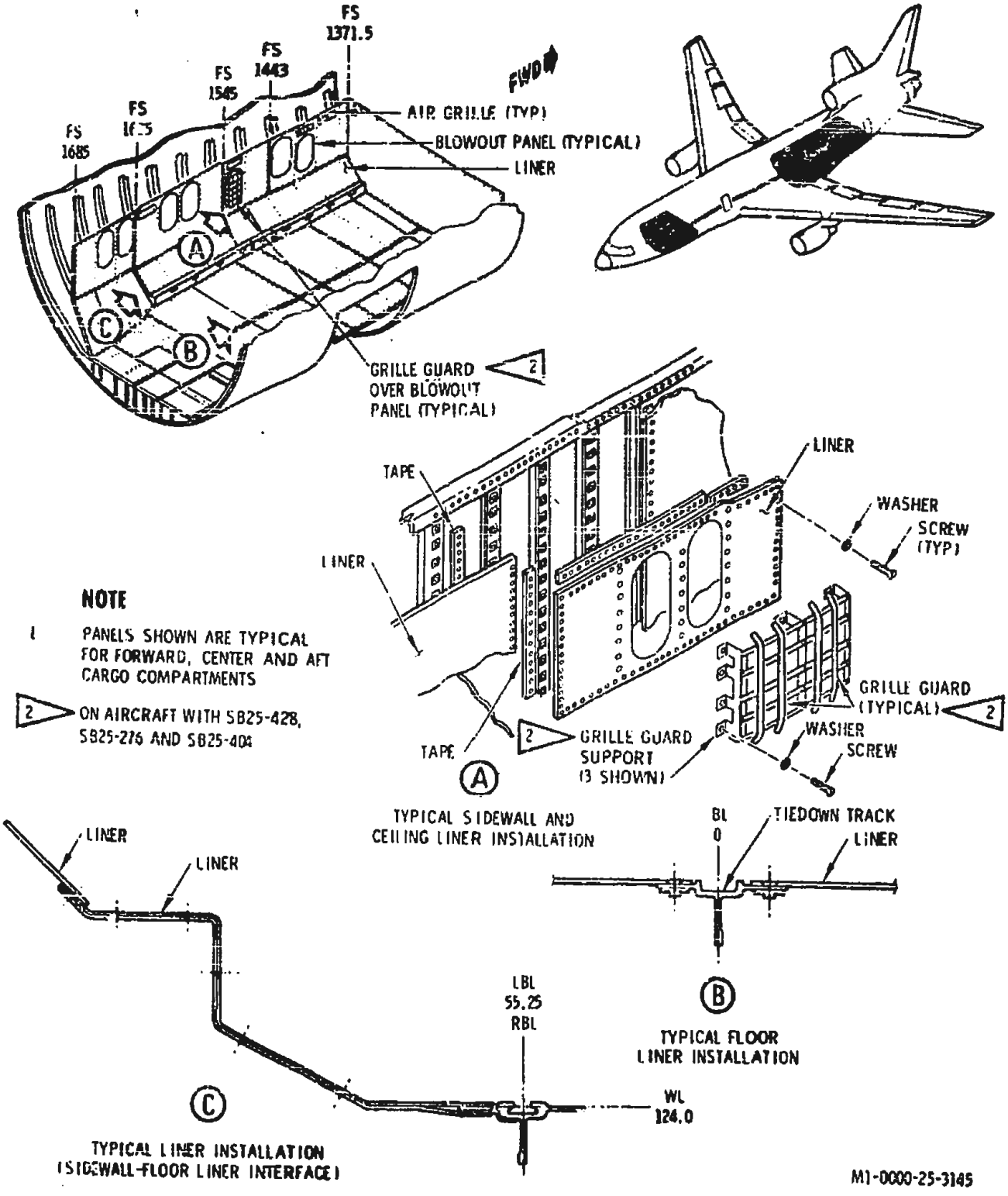


R Cargo Compartment Liner Panels - Removal and Installation
R Figure 401 (Sheet 1)

R EFFECTIVITY: ALL

R

001B



NOTE

1 PANELS SHOWN ARE TYPICAL FOR FORWARD, CENTER AND AFT CARGO COMPARTMENTS

2 ON AIRCRAFT WITH SB25-428, SB25-276 AND SB25-404

R R Cargo Compartment Liner Panels - Removal and Installation
Figure 401 (Sheet 2)

R R 001B EFFECTIVITY: ALL

CR

CARGO COMPARTMENT LINING - INSPECTION/CHECK

CR 1. General

CR A. This procedure gives instruction for the inspection of the Linings in the forward, aft, and bulk cargo compartments. This procedure is for the Linings of the sidewalls, ceilings, and bulkheads.

CR B. The function of the Lining is to contain the fire in the cargo compartment. It is important that all of the fasteners, seams, and punctures are sealed correctly.

CR 2. Examine Compartment Lining

CR A: Only FAA approved repairs that meet the requirements of FAR 121.314 may be installed on rigid sidewall, ceiling, and bulkhead linings (Ref. 25-51-06/801). Akro Fireguard Products, Inc. manufactures FAA approved patches and the design limits are as follows:

Product Number	Patch Size	Damage Size
AF 300-P	4" x 4"	3" Slit 2" x 2" Puncture
AF 302-P	4" x 8"	6" Slit; 2" x 6" L or U shaped Tear
AF 306-P	8" x 8"	8" Slit; 6" x 6" L or U shaped Tear

CR NOTE: The Patch must extend beyond the damage a minimum of 1 inch. Patches may overlap each other a minimum of 1/4 inch at the joint.

CR B. For all linings that are rigid such as sidewall, ceiling, and bulkhead linings, permanently repair (Ref. 25-52-06/801) or replace linings that exceed the above damage limits (Ref. 25-51-06/401).

CR

CARGO COMPARTMENT LINING - APPROVED REPAIRS

CR 1. General

CR A. Perforation of the fiberglass lining must be repaired in order to retain the compartment within the class D smother type category.

CR B. The procedures that follow are FAA approved and meet the requirements of FAR 121.314. The procedures contain permanent repairs for regid bulkhead linings, ceiling linings, and sidewall linings.

CR CAUTION: SOLVENTS AND ADHESIVES OTHER THAN THOSE SPECIFIED, MAY DAMAGE SURFACES BEYOND REPAIR.

CR WARNING: SOLVENTS MUST NOT BE SPRAYED OR KEPT IN OPEN CONTAINERS. DO NOT USE FLAMMABLE SOLVENTS IN THE AIRPLANE. SOLVENTS AND ADHESIVES CONTAIN TOXIC INGREDIENTS. WEAR PROTECTIVE GLOVES WHEN USING THEM, AND AVOID CONTACT WITH SKIN OR EYES. PROVIDE ADEQUATE VENTILATION OR USE RESPIRATOR MASKS. CONSULT INDUSTRIAL HYGIENE, FIRE, AND/OR SAFETY ORGANIZATIONS CONCERNING FACILITIES, EQUIPMENT, VENTILATION, AND OTHER REQUIREMENTS FOR SAFE CLEANING OPERATIONS.

CR 2. Cargo Lining Repair

CR A. General

CR (1) Permanent repair information is provided in paragraphs B thru E. Due to the short time requried for installation for the permanent repair and the durability of the finished repair, temporary repair procedures are not required. The FAA approved permanent repair patches are manufactured by Akro Fireguard Products, Inc. The Akro Fireguard patches use a quick setting epoxy type adhesive. There are currently three different size patches available. When determining which size patch to use for repair, always remember that the patch must extend beyond the damage a minimum of 1". If there are no patches that fit the type of damage on the lining, then the Akro Fireguard patches may be overlapped to repair the damaged lining as provided in paragraph E. If the damage is too severe for any type of patch repair, then the damaged liner must be removed from the aircraft and replaced.

CR NOTE: Refer to 25-51-06, 601 for patch repair limits
CR for each of the Akro Fireguard patches.

CR B. Permanent Repair Procedures - Akro Fireguard 300-P (4" x 4")

CR (1) Equipment and Materials

CR (a) Clean, dry wiping cloth.

CR (b) Solvent

CR Freon TF

CR Tetrachlorethylene - O-T-236

CR 1-1-1 Trichlorethane - MIL-T-81533

CR (c) All other required equipment and materials
CR included with AF 300-P kit.

CR (2) Repair Steps

CR (a) All surfaces must be thoroughly cleaned of oil,
CR grease, wax or other dirt before beginning repair
CR process. The cleaned area on the parent surface
CR must be larger than the adhesive zone (use square
CR scrim as guide).

CR (b) Abrade adhesive zone a minimum of 1 minute with
CR the enclosed sandpaper and sanding pad, to remove
CR gloss completely.

CR NOTE: If Tedlar is present, remove completely
CR from adhesive zone. The Tedlar coated
CR liner is detectable by the appearance of a
CR different colored resin under the white
CR film, when sanding.

CR (c) Use enclosed cleaning towel to remove sandpaper
CR grit and dust from adhesive zone.

CR (d) Attach bag near work area using self-adhesive
CR tape.

CR NOTE: Bag seam can be slit to provide working
CR platform and easy access to materials.

CR (e) Read remainder of procedure and work quickly as
CR possible through following steps since epoxy
CR mixture will harden in approximately 5 minutes
CR after removing dividing bar.

CR (f) Prepare use of razor blade by removing protector.

CR (g) Open foil packet and remove adhesive pouch. Center dividing bar may be removed by grasping pouch halves in each hand and applying a sharp twisting force. Alternately, the bar may be removed by sliding motion (Ref Fig. 801, A).

CR (h) Knead two-part epoxy together by moving mixture from end to end with both hands using thumbs and fingers. Continue to knead for approximately 1 minute until epoxies are thoroughly mixed.

CR (i) Cut a corner off the pouch with the razor blade, approximately 3/4" by 3/4" by 45 degrees (Ref. Fig. 801, B)

CR (j) Squeeze a bead of epoxy mixture (approximately the size of a toothpaste bead) around the perimeter of patch to be bonded with the parent surface.

CR (k) Use spreader to distribute epoxy to outer edges of patch (Ref Fig. 801, C)

CR (l) Center patch over damaged area and press down firmly. Use enclosed tape pieces to hold patch in place.

CR NOTE: For slits over 2-1/8" up to 3" turn patch 45 degrees to cover damaged area (Ref. Fig. 801, F).

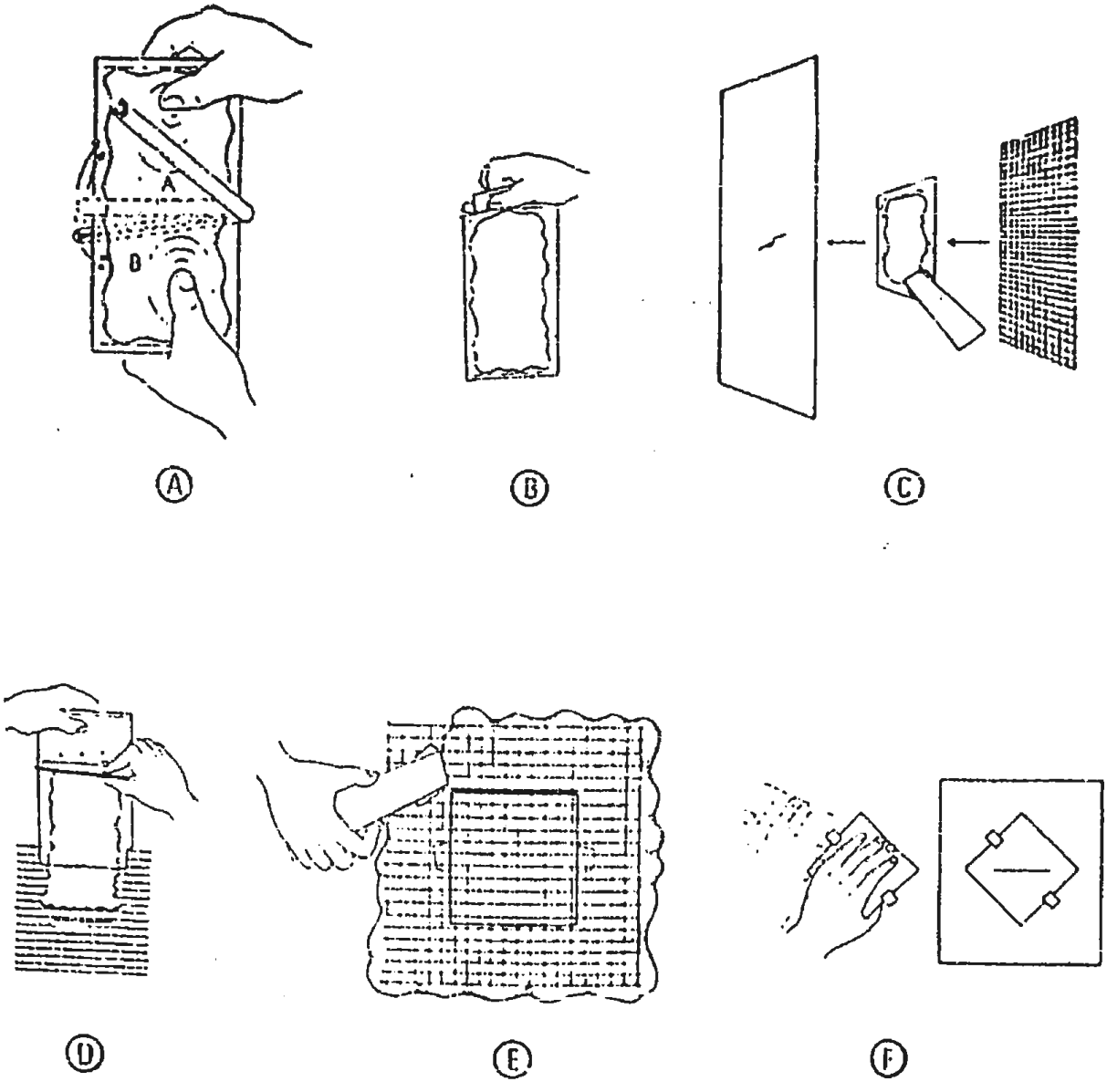
CR (m) Peel the plastic backing off the fiberglass scrim. Center it over the patch and press firmly into position (Ref. Fig. 801, C).

CR (n) Cut entire end off the pouch with the razor blade to allow easy removal of mixture.

CR (o) Dispense epoxy by applying pressure on the pouch to extrude mixture. Force all epoxy from pouch onto scrim area using enclosed plastic spreader (Ref. Fig. 801, D).

CR (p) Use enclosed plastic spreader to smooth and distribute mixture across the face of the patch and out to edges of the scrim. Be careful to avoid starved areas (Ref. Fig. 801, E).

CR (q) The repair is complete once the epoxy coating cures in approximately 6 minutes at 70 degrees F.



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CR Cargo Compartment Lining Permanent Repair Procedure
CR Figure 801

EFFECTIVITY: ALL

001B

CR C. Permanent Repair Procedures - Akro Fireguard 302-P (4" x 8")

CR (1) Equipment and Materials

CR (a) Clean, dry wiping cloth.

CR (b) Solvent

CR Freon TF

CR Tetrachlorethylene - O-T-236

CR 1-1-1 Trichlorethane - MIL-T-81533

CR (c) All other required equipment and materials
CR included with AF 302-P kit.

CR (2) Repair Steps

CR (a) All surfaces must be thoroughly cleaned of oil,
CR grease, wax or other dirt before beginning repair
CR process. The cleaned area on the parent surface
CR must be larger than the adhesive zone (use square
CR scrim as guide).

CR (b) Abrade adhesive zone a minimum of 1 minute with
CR the enclosed sandpaper and sanding pad, to remove
CR gloss completely.

CR NOTE: If Tedlar is present, remove completely
CR from adhesive zone. The Tedlar coated
CR liner is detectable by the appearance of a
CR different colored resin under the white
CR film, when sanding.

CR (c) Use enclosed cleaning towel to remove sandpaper
CR grit and dust from adhesive zone.

CR (d) Attach bag near work area using self-adhesive
CR tape.

CR NOTE: Bag seam can be slit to provide working
CR platform and easy access to materials.

CR (e) Read remainder of procedure and work quickly as
CR possible through following steps since epoxy
CR mixture will harden in approximately 5 minutes
CR after removing dividing bar.

CR (f) Prepare use of razor blade by removing protector.

CR (g) Open foil packet and remove adhesive pouch. Center dividing bar may be removed by grasping pouch halves in each hand and applying a sharp twisting force. Alternately, the bar may be removed by sliding motion (Ref Fig. 801, A).

CR (h) Knead two-part epoxy together by moving mixture from end to end with both hands using thumbs and fingers. Continue to knead for approximately 1 minute until epoxies are thoroughly mixed.

CR (i) Cut a corner off the pouch with the razor blade, approximately 3/4" by 3/4" by 45 degrees (Ref. Fig. 801, B)

CR (j) Squeeze a bead of epoxy mixture (approximately the size of a toothpaste bead) around the perimeter of patch to be bonded with the parent surface.

CR (k) Use spreader to distribute epoxy to outer edges of patch (Ref Fig. 801, C)

CR (l) Center patch over damaged area and press down firmly. Use enclosed tape pieces to hold patch in place.

CR (m) Peel the plastic backing off the fiberglass scrim. Center it over the patch and press firmly into position (Ref. Fig. 801, C).

CR (n) Cut entire end off the pouch with the razor blade to allow easy removal of mixture.

CR (o) Dispense epoxy by applying pressure on the pouch to extrude mixture. Force all epoxy from pouch onto scrim area using enclosed plastic spreader (Ref. Fig. 801, D).

CR (p) Use enclosed plastic spreader to smooth and distribute mixture across the face of the patch and out to edges of the scrim. Be careful to avoid starved areas (Ref. Fig. 801, E).

CR (q) The repair is complete once the epoxy coating cures in approximately 6 minutes at 70 degrees F.

CR D. Permanent Repair Procedures - Akro Fireguard 306-P (8" x 8")

CR (1) Equipment and Materials

CR (a) Clean, dry wiping cloth.

CR (b) Solvent

CR Freon TF

CR Tetrachlorethylene - O-T-236

CR 1-1-1 Trichlorethane - MIL-T-81533

CR (c) All other required equipment and materials
CR included with AF 306-P kit.

CR (2) Repair Steps

CR (a) All surfaces must be thoroughly cleaned of oil,
CR grease, wax or other dirt before beginning repair
CR process. The cleaned area on the parent surface
CR must be larger than the adhesive zone (use square
CR scrim as guide).

CR (b) Abrade adhesive zone a minimum of 1 minute with
CR the enclosed sandpaper and sanding pad, to remove
CR gloss completely.

CR NOTE: If Tedlar is present, remove completely
CR from adhesive zone. The Tedlar coated
CR liner is detectable by the appearance of a
CR different colored resin under the white
CR film, when sanding.

CR (c) Use enclosed cleaning towel to remove sandpaper
CR grit and dust from adhesive zone.

CR (d) Attach bag near work area using self-adhesive
CR tape.

CR NOTE: Bag sean can be slit to provide working
CR platform and easy access to materials.

CR (e) Read remainder of procedure and work quickly as
CR possible through following steps since epoxy
CR mixture will harden in approximately 5 minutes
CR after removing dividing bar.

CR (f) Prepare use of razor blade by removing protector.

CR (g) Open foil packet and remove adhesive pouch.
CR Center dividing bar may be removed by grasping
CR pouch halves in each hand and applying a sharp
CR twisting force. Alternately, the bar may be
CR removed by sliding motion (Ref Fig. 801, A).

CR (h) Knead two-part epoxy together by moving mixture
CR from end to end with both hands using thumbs and
CR fingers. Continue to knead for approximately 1
CR minute until epoxies are thoroughly mixed.

CR (i) Cut a corner off the pouch with the razor blade,
CR approximately 3/4" by 3/4" by 45 degrees (Ref.
CR Fig. 801, B)

CR (j) Remove backing from presanded patch. Squeeze a
CR bead of epoxy mixture (approximately the size of a
CR toothpaste bead) around the perimeter of patch to
CR be bonded with the parent surface.

CR (k) Use spreader to distribute epoxy to outer edges of
CR patch (Ref. Fig. 801, C)

CR (l) Center patch over damaged area and press down
CR firmly. Use enclosed tape pieces to hold patch in
CR place.

CR NOTE: For slits over 6" up to 8-1/2" turn patch
CR 45 degrees to cover damaged area (Ref. Fig.
CR 801, F).

CR (m) Peel the plastic backing off the fiberglass scrim.
CR Center it over the patch and press firmly into
CR position (Ref. Fig. 801, C).

CR (n) Open remainig foil packet and remove adhesive
CR pouch. Remove dividing bar and knead two-part
CR adhesive approximately 1 minute until thoroughly
CR mixed.

CR (o) Cut entire end off the pouch with the razor blade
CR to allow easy removal of mixture.

CR (p) Dispense epoxy by applying pressure on the pouch
CR to extrude mixture. Force all epoxy from pouch
CR onto scrim area using enclosed plastic spreader
CR (Ref. Fig. 801, D).

CR (q) Use enclosed plastic spreader to smooth and
CR distribute mixture across the face of the patch
CR and out to edges of the scrim. Be careful to
CR avoid starved areas (Ref. Fig. 801, E).

CR (r) The repair is complete once the epoxy coating
CR cures in approximately 6 minutes at 70 degrees F.

CR NOTE: When applying the AF 306-P over a 6" x 6"
CR or smaller existing non-compliant cargo

CR liner patch, follow steps (a) through (q).
CR The new patch must lap the existing patch a
CR minimum of 1". Likewise, the scrim must
CR lap the new patch a minimum of 1".

CR E. Permanent Repair Procedures - Akro Fireguard Lapping Process

CR (1) Equipment and Materials

CR (a) Clean, dry wiping cloth.

CR (b) Solvent

CR Freon TF

CR Tetrachlorethylene - O-T-236

CR 1-1-1 Trichlorethane - MIL-T-81533

CR (c) All other required equipment and materials
CR included with each AKro patch kit.

CR (d) Akro patch kits AF 300-P, AF 302-P, AF 306-P may be
CR used for this multiple patch repair.

CR (2) Repair Requirements

CR (a) The presanded patches MUST OVERLAP EACH OTHER A
CR MINUMUM OF 1/4" AT THE JOINT.

CR (b) The presanded patches MUST EXTEND BEYOND THE
CR DAMAGE A MINIMUM OF 1".

CR (c) The reinforcement scrims MUST EXTEND BEYOUD THE
CR PRESANDED PATCHES A MINIMUM OF 1".

CR (3) Repair Steps

CR (a) All surfaces must be thoroughly cleaned of oil,
CR grease, wax or other dirt before beginnig repaire
CR process. The cleaned area on the parent surface
CR must be larger than the adhesive zone (use square
CR scrim as guide).

CR (b) Abrade adhesive zone a minimum of 1 minute with
CR the enclosed sandpaper and sanding pad, to remove
CR gloss completely.

CR NOTE: If Tedlar is present, remove completely
CR from adhesive zone. The Tedlar coated
CR liner is detectable by the appearance of a

CR different colored resin under the white
CR film, when sanding.

CR (c) Use enclosed cleaning towel to remove sandpaper
CR grit and dust from adhesive zone.

CR (d) Attach bag near work area using self-adhesive
CR tape.

CR NOTE: Bag seam can be slit to provide working
CR platform and easy access to materials.

CR (e) Read remainder of procedure and work quickly as
CR possible through following steps since epoxy
CR mixture will harden in approximately 5 minutes
CR after removing dividing bar.

CR (f) Prepare use of razor blade by removing protector.

CR (g) Open foil packet and remove adhesive pouch.
CR Center dividing bar may be removed by grasping
CR pouch halves in each hand and applying a sharp
CR twisting force. Alternately, the bar may be
CR removed by sliding motion (Ref Fig. 802, A).

CR (h) Open second Akro Fireguard kit and remove the
CR presanded patch.

CR (i) Knead two-part epoxy together by moving mixture
CR from end to end with both hands using thumbs and
CR fingers. Continue to knead for approximately 1
CR minute until epoxies are thoroughly mixed.

CR (j) Cut a corner off the pouch with the razor blade,
CR approximately 3/4" by 3/4" by 45 degrees (Ref.
CR Fig. 802, B)

CR (k) Squeeze a bead of epoxy mixture (approximately the
CR size of a toothpaste bead) around the perimeter of
CR patch to be bonded with the parent surface.

CR (l) Use spreader to distribute epoxy to outer edges of
CR patch (Ref Fig. 802, C)

CR (m) Place the patch over damaged area making sure the
CR patch laps the damage a minimum of 1", and press
CR down firmly into position. Use enclosed tape
CR pieces to hold patch in place.

CR (n) Squeeze a bead of epoxy mixture (approximately the
CR size of a toothpaste bead) around the perimeter of
CR the second patch to be bonded to the parent

CR surface. Use spreader to distribute mixture to
CR outer edges of patch.

CR (o) Place second patch over the remaining exposed
CR damage to be repaired, overlapping the first patch
CR a minimum of 1/4". Again, the second patch must
CR overlap the damage of a minimum of 1". Press
CR second patch down firmly using tape pieces to hold
CR in position.

CR NOTE: The patches must overlap the damaged area a
CR minimum of 1" (Ref. Fig. 802, D).

CR (p) Peel the plastic backing off the fiberglass scrim.
CR Position it over the first patch, ensuring the
CR scrim laps the outer edges of the patch a minimum
CR of 1". Press scrim firmily into position.
CR Likewise, place the second scrim over the the
CR corresponding second patch, again making sure the
CR scrim laps the outer edges of the patch a minimum
CR of 1".

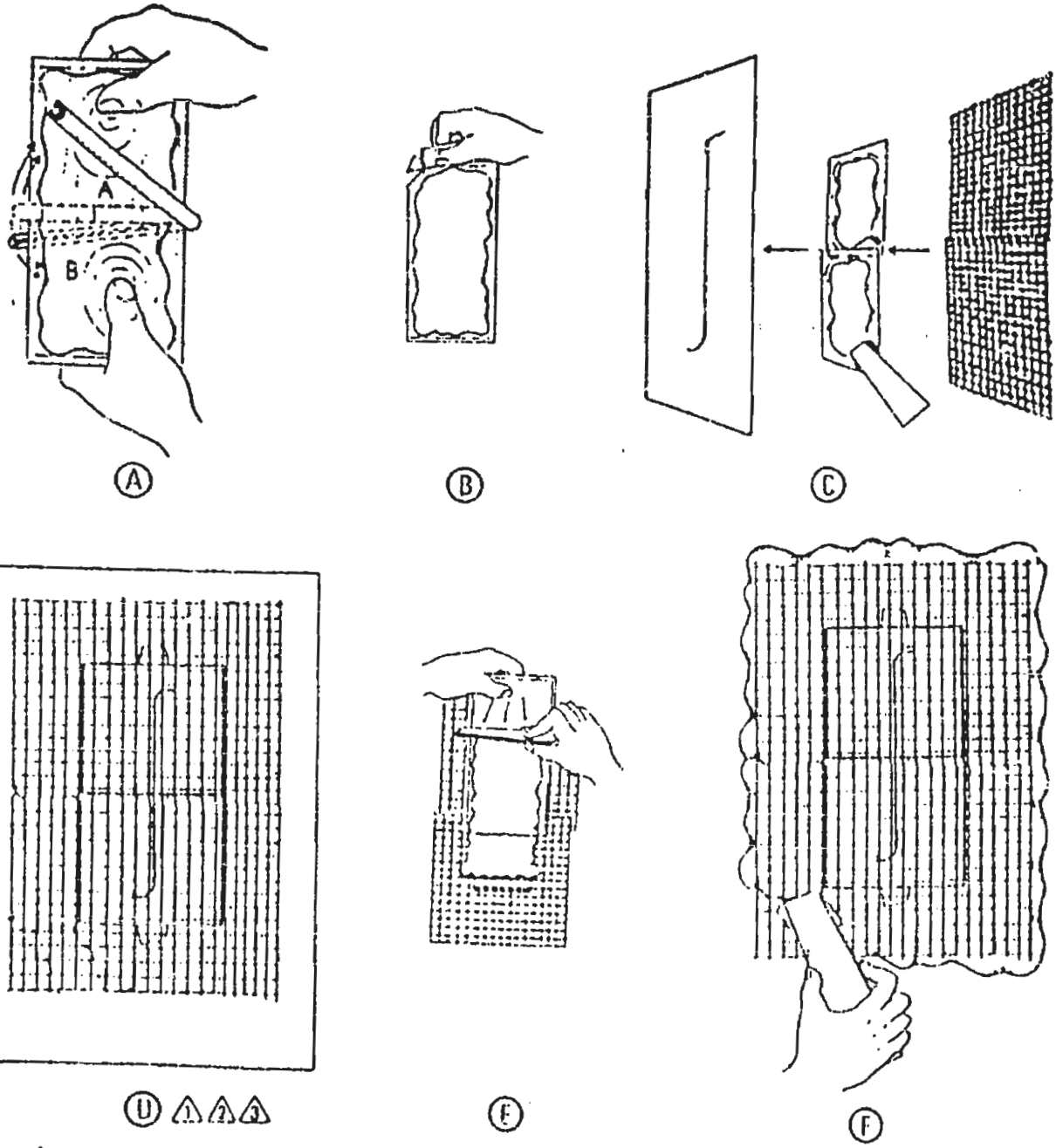
CR NOTE: The scrims must overlap the edges of the
CR patches a minimum of 1" (Ref Fig. 802, D).

CR (q) Cut entire end off the pouch with the razor blade
CR to allow easy removal of mixture.

CR (r) Dispense the remaining mixture from the first
CR pouch on to the scrim. Spread mixture from one
CR end to the center, making sure to avoid starved
CR areas (Ref. Fig. 802, E).

CR (s) Remove second epoxy pouch. Knead two part epoxy
CR mixture a minimum of 1 minute to thoroughly mix.
CR Cut entire end off pouch to allow easy removeal of
CR mixture. Dispense epoxy onto remaining uncovered
CR scrim. Use plastic spreader to distribute and
CR smooth mixture across the face of the patch and to
CR the edges of the scrim. Be careful to avoid
CR starved areas (Ref. Fig. 802, F).

CR (t) The repair is complete once the epoxy cures
CR approximately 6 minutes at 70 degrees F.



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CR
CR

Cargo Compartment Lining Overlap Repair Procedure
Figure 802

R
R
001B

EFFECTIVITY: ALL

SIDEWALL LINER BLOWOUT PANELS - REMOVAL AND INSTALLATION

1. General

This procedure applies to the removal and installation of the sidewall liner blowout panels located in each cargo compartment.

In the aft (C-3) cargo compartment, the outer edge of the blowout panels and the inner mating edges of the liner panels have cutouts at each fastener location.

2. Removal/Installation

A. Removal

(1) Open applicable cargo compartment door.

(2) Locate blowout panel(s) to be removed.

(3) Remove attachment screws and remove channel assembly (Ref. Fig. 401). Retain screws for reuse.

R NOTE: On aircraft with SB25-276, SB25-404 and
R SB25-428,
R to facilitate removal of blowout panel the
R grille guard may be removed first by removing
R screws that attach grille guard to supports.

(4) Remove blowout panel from sidewall liner opening.

NOTE: Identify removed blowout panels in order to reinstall at same location.

B. Installation

(1) Check condition of blowout panel, screws, and plate nuts, and replace if necessary.

(2) Place blowout panel in position to seat on plate assembly.

(3) Place channel assembly in position and align holes.

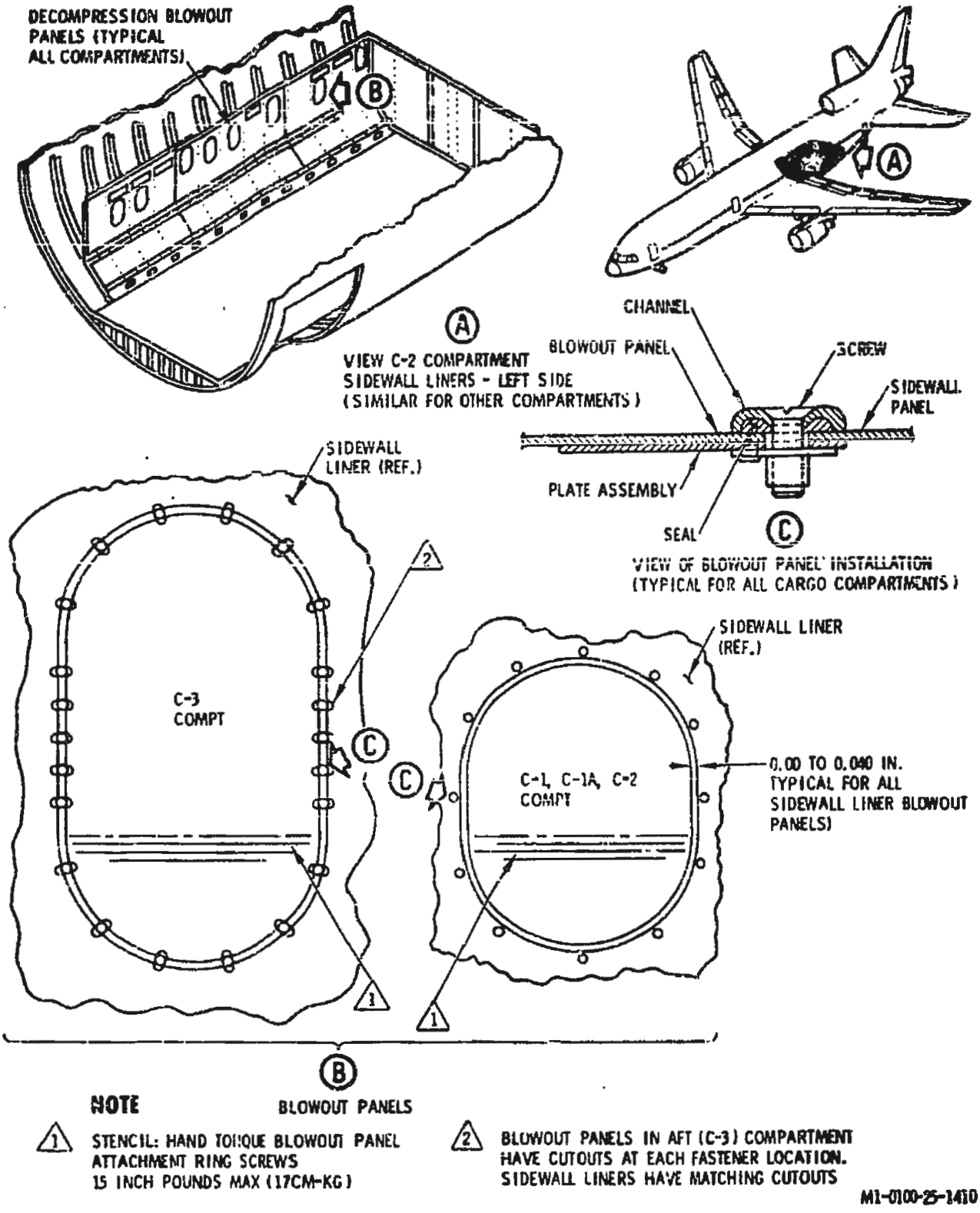
(4) Install screws and tighten enough to seat screws in channel assembly.

(5) Hand torque all screws in accordance with information in Figure 401.

R NOTE: On aircraft with SB25-276, SB25-404 and
R SB25-428,
R reinstall grille guard if previously removed.

Torque information is also stenciled on each blowout panel.

(6) Close cargo compartment door.



NOTE

1. STENCIL: HAND TORQUE BLOWOUT PANEL ATTACHMENT RING SCREWS 15 INCH POUNDS MAX (17CM-KG)
2. BLOWOUT PANELS IN AFT (C-3) COMPARTMENT HAVE CUTOUTS AT EACH FASTENER LOCATION. SIDEWALL LINERS HAVE MATCHING CUTOUTS

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R Sidewall Blowout Panels - Removal and Installation
R Figure 401 (Sheet 1)

R EFFECTIVITY: ALL
R
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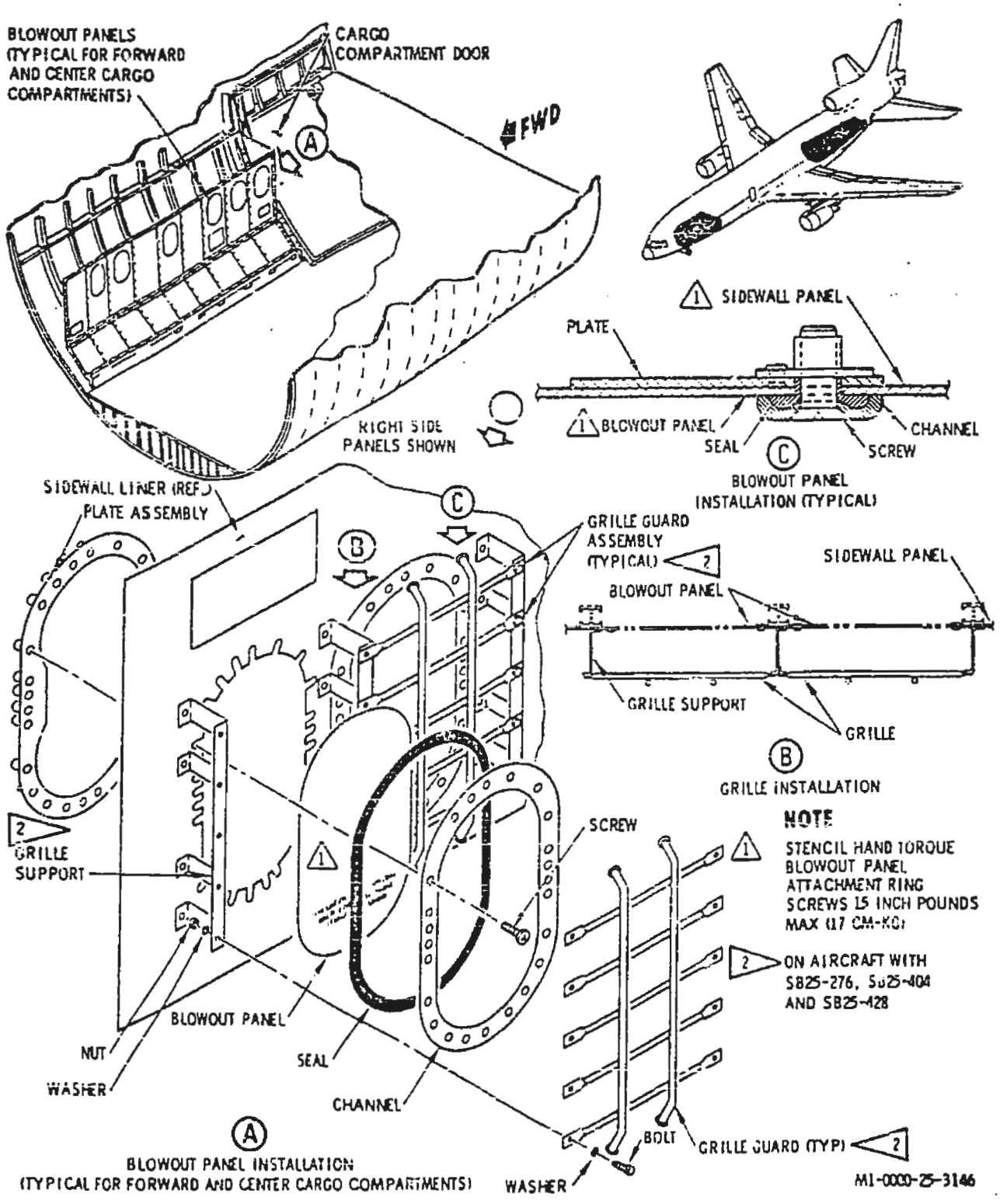


R R Sidewall Blowout Panel - Removal and Installation
Figure 401 (Sheet 2)

BULKHEAD BLOWOUT PANELS - REMOVAL AND INSTALLATION

1. General

This procedure is applicable for the blowout panels in the cargo compartment bulkheads located at FS 703, FS 1625 and FS 1792. The FS 703 and FS 1625 bulkheads have four blowout panels; two on each side of BL 0.00 and one in the cheek area, outboard of RBL 82.

The FS 1792 bulkhead has three blowout panels, located at the center of the compartment, which are installed as an integral part of the panel assembly. This panel assembly is hinged, has quick-opening fasteners and serves as an access door to the aft waste system.

The blowout panels, located within the cargo area of each compartment, are retained and sealed in the same basic manner. The same is true for the cheek area blowout panels. Therefore, the same basic removal and installation procedure will apply for comparable panels at the three locations.

2. Equipment and Materials

CR Tape - OT-6-1 (1.0 inch wide), Orcon Co., or equivalent OT-6
CR tape 2 inches wide

Tape - No. Y-8560 (0.014 Thick x 1.0 inch wide) 3M Co., or equivalent

Sealing Compound - PR1422A2, Products Research Corp., or equivalent

3. Referenced Procedure

6-50-00 Interior Panels, Zones 132-133 and 162-164, Galley and Aft Cargo Compartment

4. Removal/Installation

A. Removal

NOTE: Retain all removed parts for reuse unless condition requires replacement.

(1) FS 703 and FS 1625 Bulkhead Blowout Panels

(a) Open C-1 cargo door and galley (G-1) door or C-2 and C-3 cargo doors as applicable.

(b) Remove grille assemblies as required.

NOTE: Grille assemblies are retained in position with spring clips. Identify all grilles and blowout panels for reinstallation at same location.

R (c) Remove tape from sides of blowout panel(s) to be removed.

NOTE: At FS 703 only, remove strips of CC-488C insulation from gaps at top and bottom edges of blowout panel. If insulation is in good condition, retain for reinstallation.

(d) Remove upper retainer at top of blowout panel (Ref. Fig. 401).

(e) Remove retainer (vertical) attached to brace.

(f) Remove blowout panel.

(2) FS 703 and FS 1625 Cheek Blowout Panels

(a) Open C-1 cargo door and galley (G-1) door or C-2 and C-3 cargo doors as applicable.

(b) Remove access door 132DR or 162AR as applicable (Ref. 6-50-00).

NOTE: These doors are located in the cheek area immediately forward of galley (G-1) and C-3 door entrances respectively. Removal of these doors will provide access to the aft side of FS 703 and FS 1625 blowout panels respectively.

R (c) Remove OT-6 tape from sides of blowout panel.

(d) Remove retainer at top of blowout panel (Ref. Fig. 401).

(e) Remove retainer (vertical, RBL82) at inboard side of blowout panel.

(f) Remove blowout panel.

(3) FS 1792 Bulkhead Blowout Panels

(a) Open C-3 cargo door.

(b) Open access door 161AL (Ref. 6-50-00).

NOTE: The access door is comprised of a welded frame assembly and the three integrally mounted blowout panels.

R (c) Remove OT-6 tape from sides of blowout panel(s) to be removed.

(d) On left vertical tube of welded frame assembly, remove retainer(s) and peelable shims for panel(s) to be removed (Ref. Fig. 402).

(e) On two horizontal channels, remove two retainers (each channel) as required.

(f) Remove blowout panels from frame assembly.

NOTE: Identify each blowout panel for reinstallation at same location.

B. Installation

(1) FS 703 and FS 1625 Bulkhead Blowout Panels

NOTE: All blowout panel retainer bolts are to be wet installed (Ref. 20-51-04).

(a) Check condition of tape around edges of each blowout panel. Replace with Y-8560 tape as required.

R NOTE: If tape is damaged, replace along full length of each edge with damage. Replace the triangle of OT-6 tape, located at each corner of panel (forward side only), as required (Ref. Fig. 401, View D).

(b) Place blowout panel in position in retainers that were not removed.

(c) Place upper and side retainers in position on edges of blowout panel and install bolts and washers (Ref. Fig. 401).

R (d) Adjust each retainer as required to clamp blowout panel firmly, without deflection. Tighten bolts in retainers.

NOTE: If required, the lower retainer may be adjusted to maintain equal spacing of blowout panel to structure at top and bottom.

CR (e) Apply 2.0 inch wide OT-6 tape around sides of forward side of blowout panel, overlapping 1.0 inch at each corner and overlapping surround structure as indicated in Figure 401.

NOTE: At FS 703 bulkhead only, attach strip of insulation (CC-488C) to tape at top and bottom of panel. Insulation to be centered on tape ±0.050 inch. Apply tape (with insulation) to panel and frame (Ref. Figure 401, Sheet 3, View G).

(f) Reinstall grille assemblies.

(g) Close C-1 cargo door and galley 9G-1 door or C-2 and C-3 cargo doors as applicable.

(2) FS 703 and FS 1625 Cheek Blowout Panels

CAUTION: IF A DECOMPRESSION INCIDENT HAS OCCURRED, INSPECT CHEEK AREAS IN THE C-1, C-2 AND C-3 CARGO COMPARTMENT FOR DEBRIS OR OTHER FOREIGN OBJECTS PRIOR TO INSTALLATION OR REPLACEMENT OF BLOWOUT PANELS.

NOTE: All blowout panel retainer bolts are to be wet installed (Ref. 20-51-04).

(a) Check condition of tape around edges of each blowout panel. Replace as required.

(b) Place blowout panel in position in retainers that were not removed.

(c) Place upper and inboard side retainer (vertical, RBL82) in position on edges of blowout panel and surround structure, and install bolts and washers (Ref. Fig. 401).

(d) Adjust each retainer as required to clamp blowout panel firmly, without deflection. Tighten bolts in retainers.

NOTE: If required, the lower retainer may be adjusted to maintain equal spacing of blowout panel to structure at top and bottom.

CR (e) Apply 2.0 inch wide tape around sides of blowout panel, overlapping surround structure indicated in Figure 401.

(f) Reinstall access door 132DR or 162AR as applicable (Ref. 6-50-00).

(g) Close C-1 cargo door and galley (G-1) doors or C-2 and C-3 cargo doors as applicable.

(3) FS 1792 Bulkhead Blowout panels

NOTE: All blowout panel retainer bolts are to be wet installed (Ref. 20-51-04).

(a) Check condition of tape around edges of each blowout panel. Replace as required.

(b) Place upper and lower blowout panels in position in retainers which were not removed.

(c) Install two horizontal retainers in position on horizontal edges of upper and lower panels, using a bolt and washer in second hole from each end of each retainer (Ref. Fig. 402).

NOTE: These two retainers do not have the notched cutout.

(d) On left vertical tube of welded frame assembly, install retainers, peelable shims, bolts and washers.

(e) Adjust retainers as required to clamp blowout panels firmly, without deflection. Tighten all bolts in retainers.

(f) With center blowout panel in position, install lower and upper retainers (notched) on panel edges and install bolts and washers.

(g) On left vertical tube of welded assembly, install retainer, peelable shims, bolts and washers.

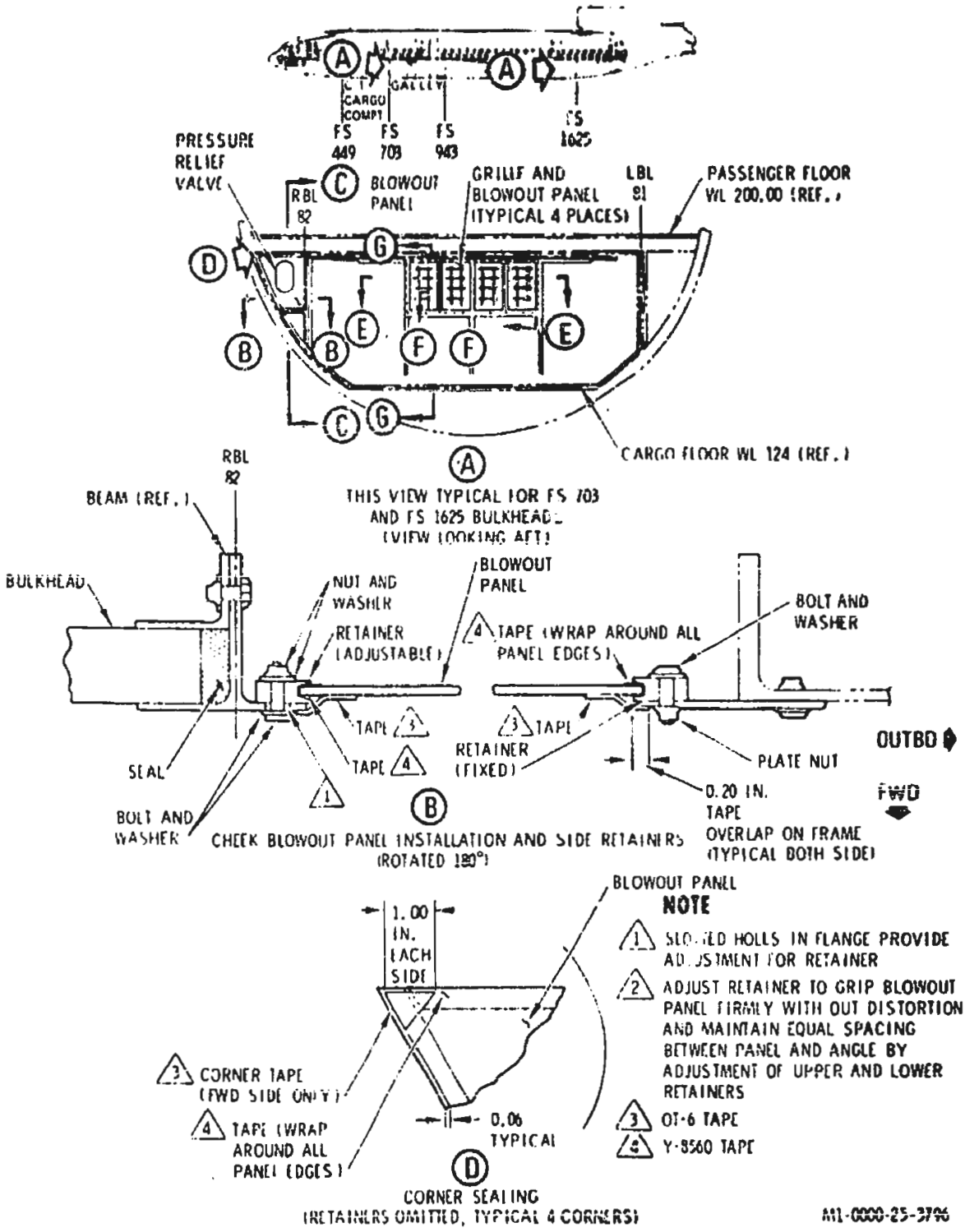
(h) Adjust retainers as required to clamp blowout panels firmly, without deflection. Tighten bolts in retainers.

(i) Apply 1.0 inch wide tape around sides of each blowout panel, overlapping surround structure.

(j) Close blowout panel door assembly (access door 161AL).

R (k) Secure quick opening fasteners.

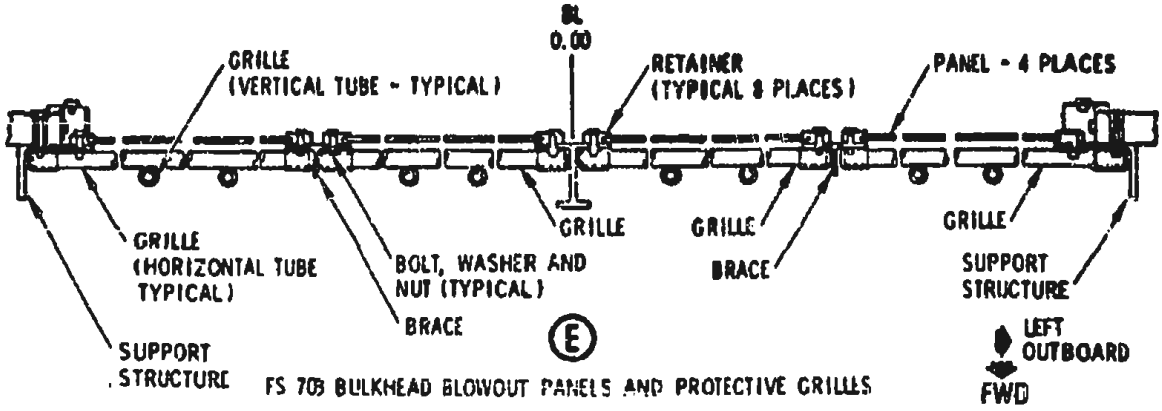
(l) Close C-3 cargo door.



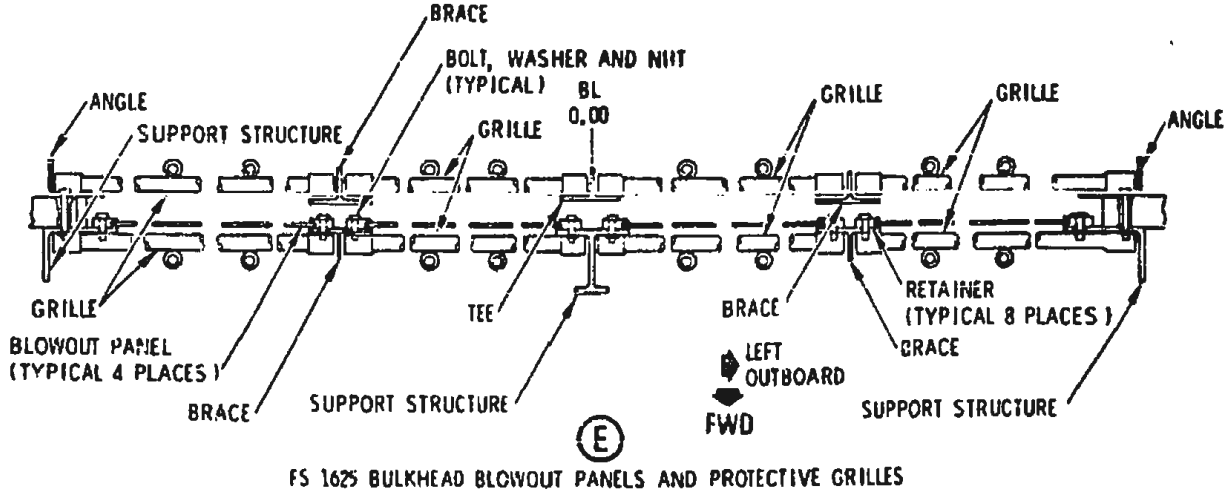
CR FS 703 and FS 1625 Blowout Panels - Removal and Installation
CR Figure 401 (Sheet 1)

EFFECTIVITY: ALL

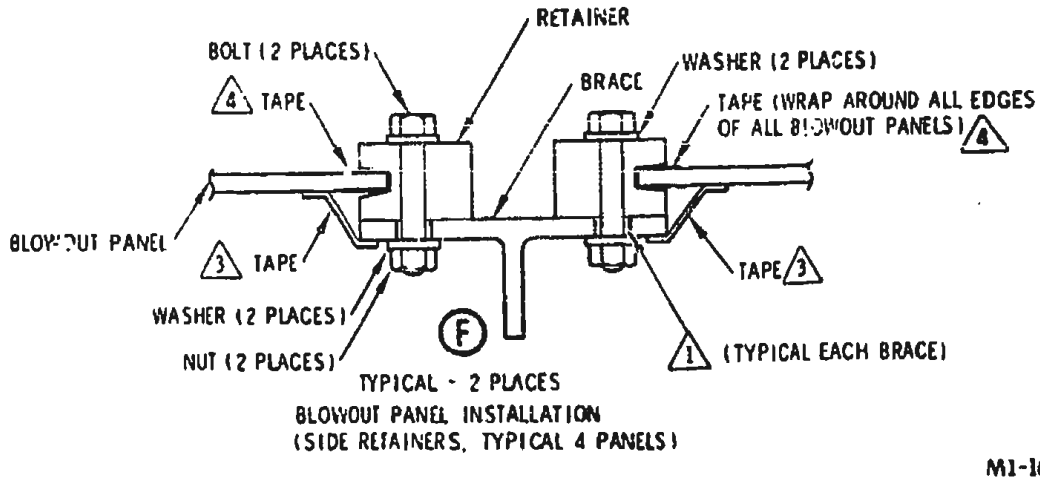
001B



FS 703 BULKHEAD BLOWOUT PANELS AND PROTECTIVE GRILLES



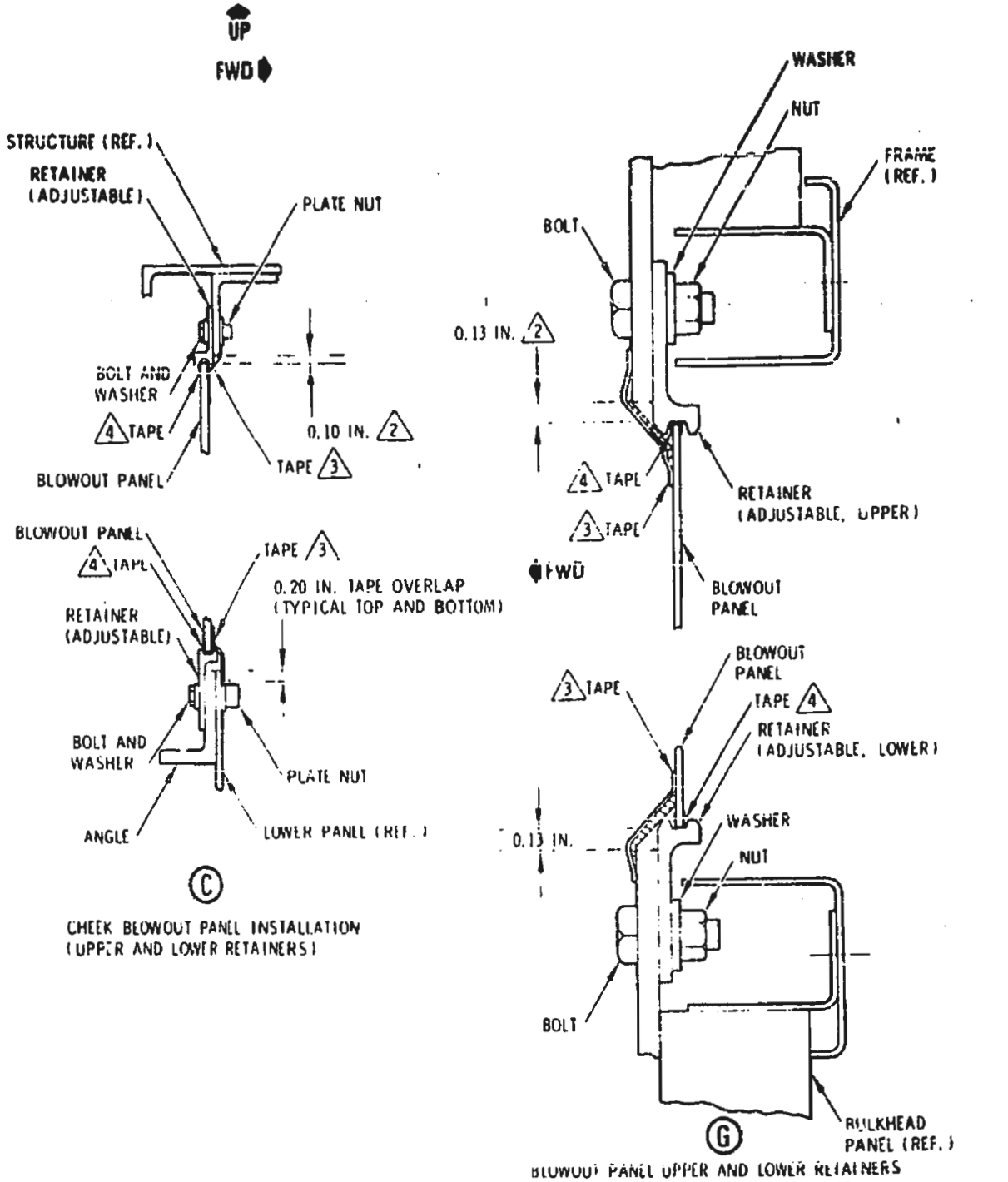
FS 1625 BULKHEAD BLOWOUT PANELS AND PROTECTIVE GRILLES



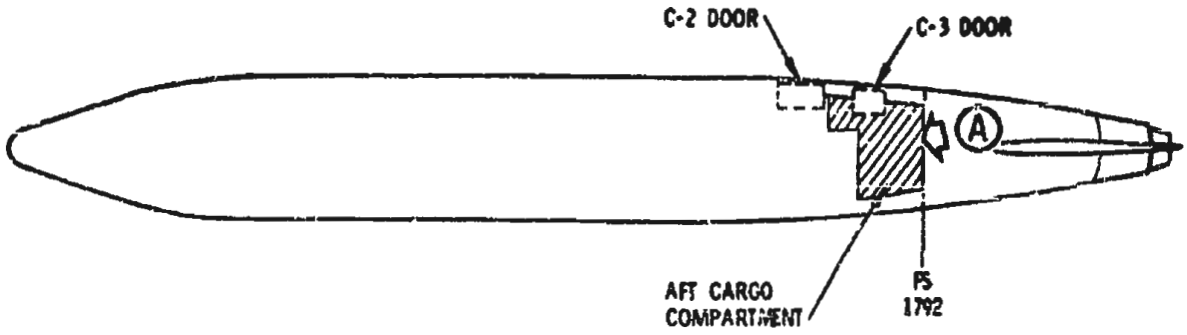
BLOWOUT PANEL INSTALLATION
(SIDE RETAINERS, TYPICAL 4 PANELS)

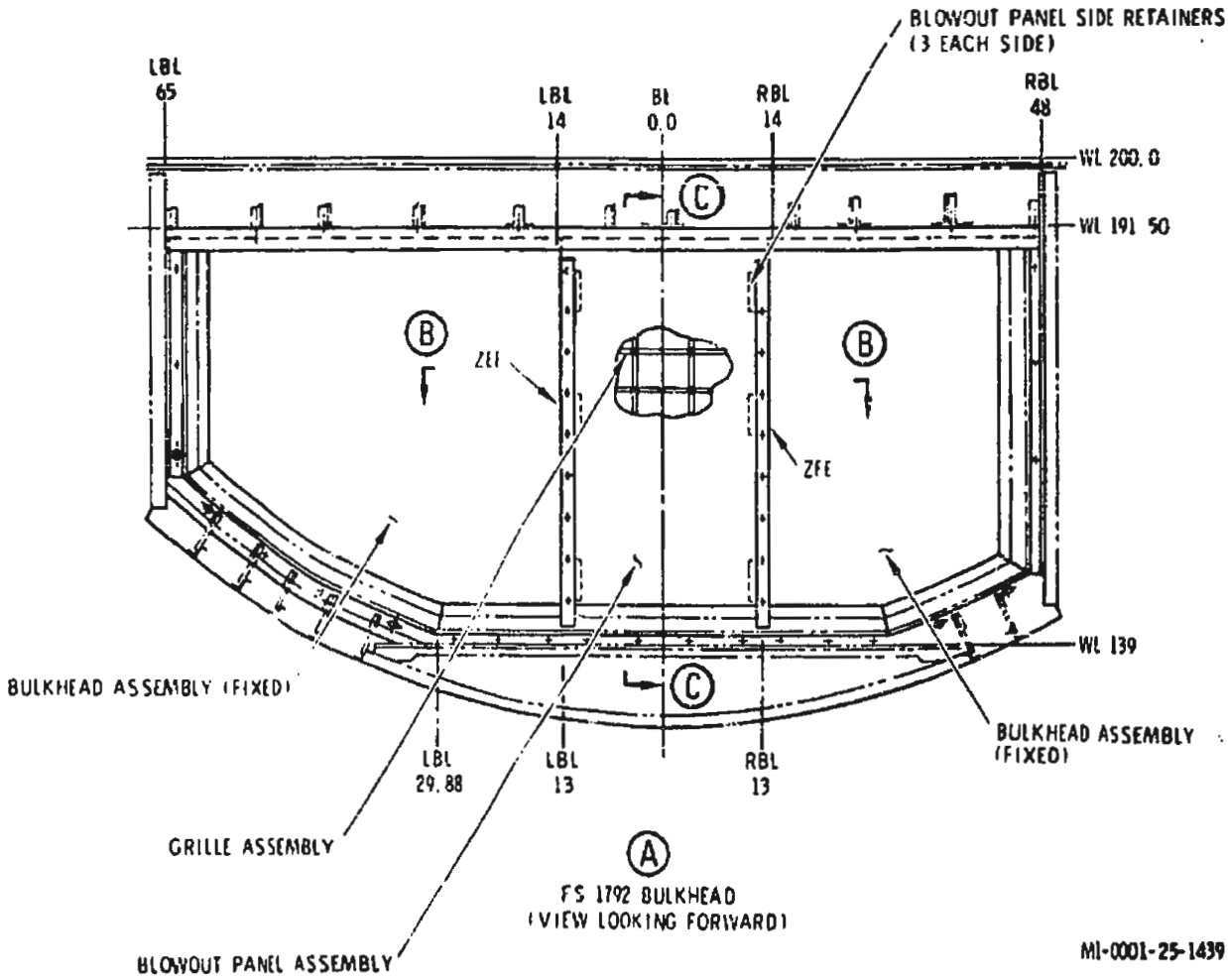
M1-1601-25-1414

R FS 703 and FS 1625 Blowout Panels - Removal and Installation
R Figure 401 (Sheet 2)



CR FS 703 and FS 1625 Blowout Panels - Removal and Installation
CR Figure 401 (Sheet 3)

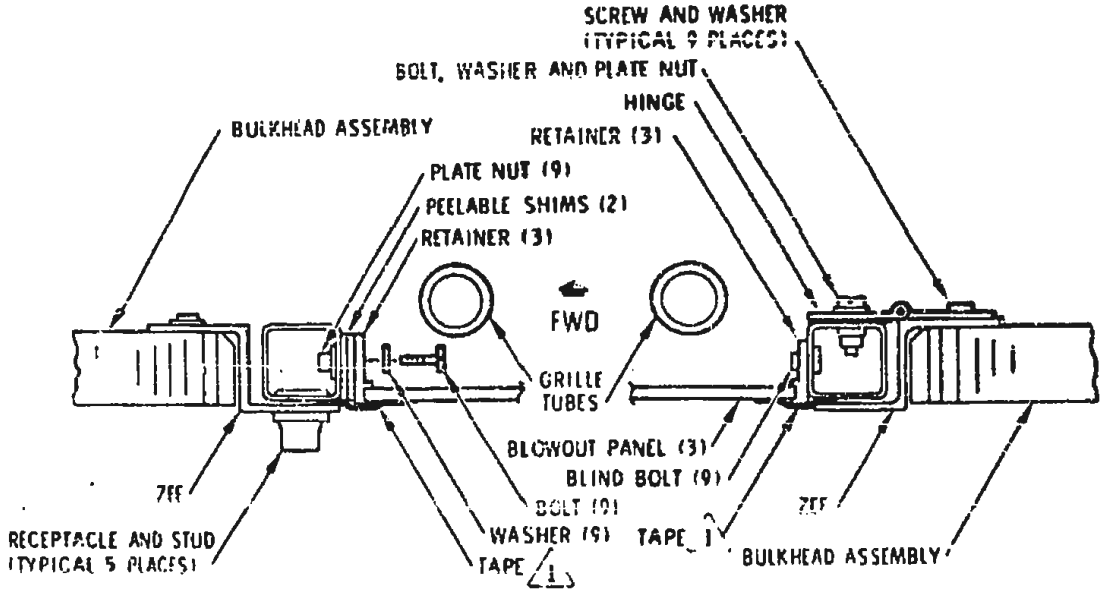




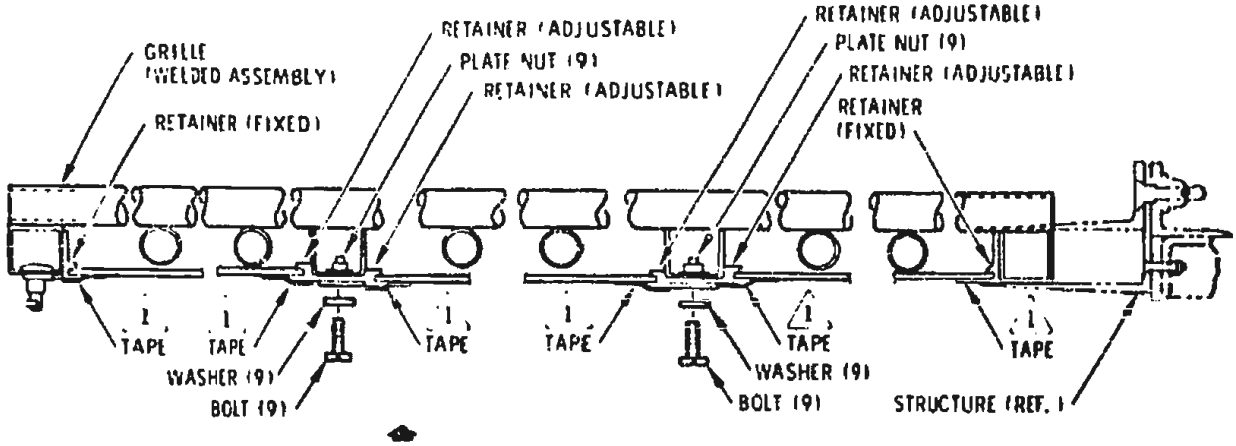
R FS 1792 Blowout Panels - Removal and Installation
R Figure 402 (Sheet 1)

EFFECTIVITY: ALL

001B



Ⓑ BLOWOUT PANELS VERTICAL RETAINERS
(TYPICAL 2 LOCATIONS EACH SIDE)



Ⓒ BLOWOUT PANEL HORIZONTAL RETAINERS AND SEALING

NOTE

1. BT-6 TAPE

M1-0101-25-1480

R FS 1792 Blowout Panels - Removal and Installation
R Figure 402 (Sheet 2)

CARGO HANDLING AND STOWAGE SYSTEMS - DESCRIPTION AND OPERATION

1. General

The forward and center cargo compartments are equipped with a floor-level longitudinal and transverse power-driven container handling system (Ref. Fig. 1 and 2).

Major units of each cargo handling and stowage system are:

Pendant Control Assembly

Pendant to J-Box Electrical Cable

Ball Mat Assemblies

Roller Tray Assemblies

Self-lifting Drive Assemblies

Fixed-drive Assemblies

Threshold Guide/Restraint Assemblies

Relay Control Box Assembly

R Transverse Guide/Stop Assemblies (On aircraft 001-031)

R Transverse Guide Rail Assemblies (On aircraft 032-999)

Longitudinal Guide/Stop Assemblies

Center Entry Guide/Stop Assemblies

Retraction Actuator Assemblies

Side-mounted Roller Guides

Loader Fittings and End Stops

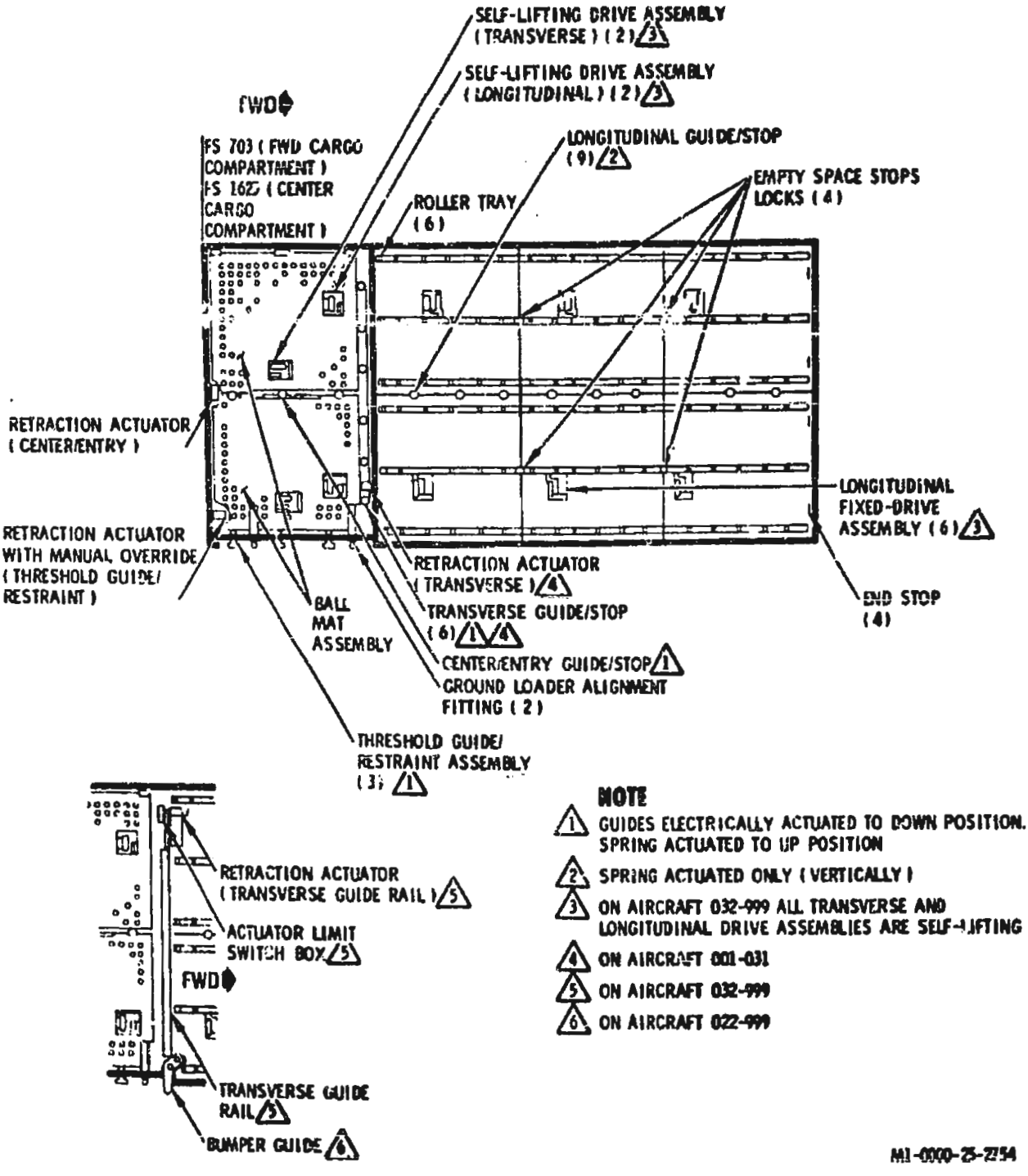
Manual Guide/Stop

Fixed Drive Manual Release Cable and Lever

Center/Entry Guide Bumper Assembly

Threshold Guide/Restraint Actuator Control Box

A fully powered electromechanical system is installed in each compartment (Ref. Fig. 3). A compartment accommodates four

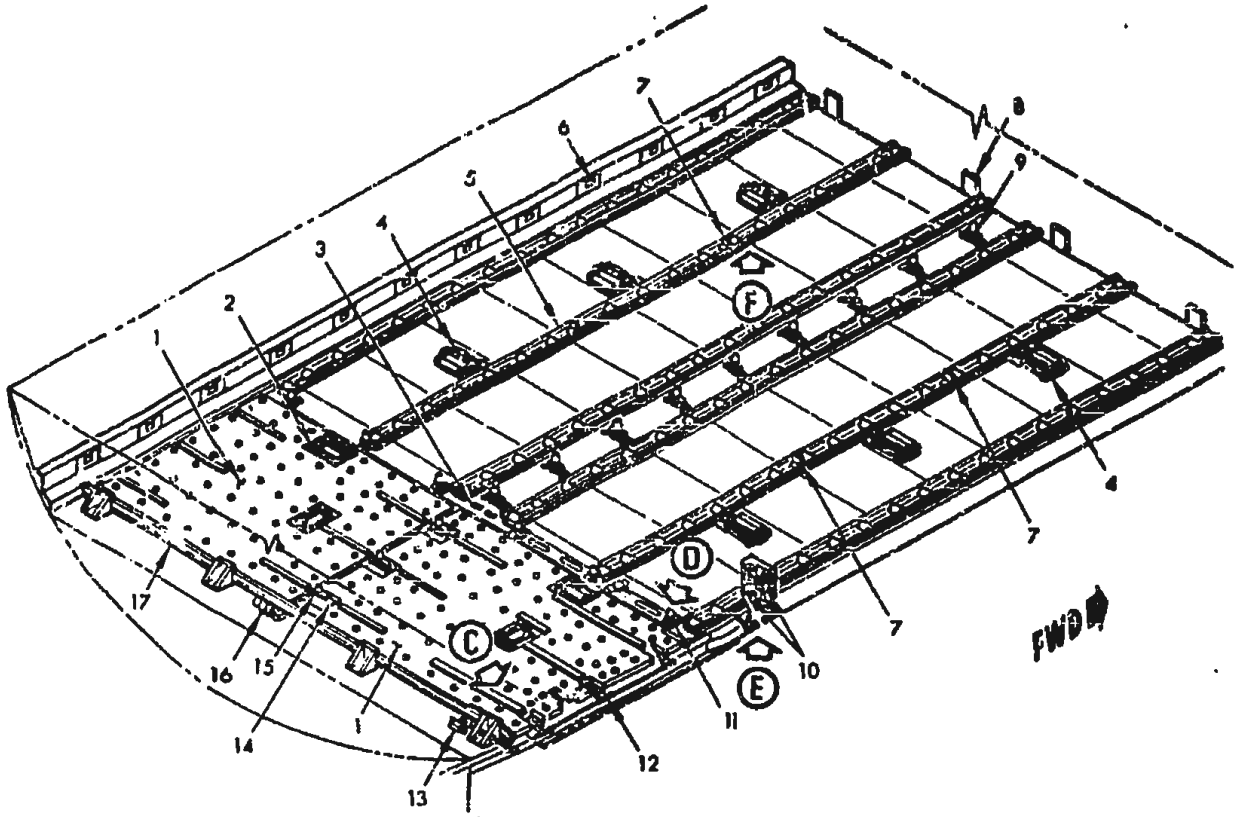

SELF-LIFTING DRIVE ASSEMBLY (TRANSVERSE) (2) 3
SELF-LIFTING DRIVE ASSEMBLY (LONGITUDINAL) (2) 3
FWD
FS 703 (FWD CARGO COMPARTMENT)
FS 1627 (CENTER CARGO COMPARTMENT)
LONGITUDINAL GUIDE/STOP (9) 2
EMPTY SPACE STOPS LOCKS (4)
ROLLER TRAY (6)
RETRACTION ACTUATOR (CENTER/ENTRY)
RETRACTION ACTUATOR WITH MANUAL OVERRIDE (THRESHOLD GUIDE/ RESTRAINT)
LONGITUDINAL FIXED-DRIVE ASSEMBLY (6) 3
RETRACTION ACTUATOR (TRANSVERSE) 4
BALL MAT ASSEMBLY
TRANSVERSE GUIDE/STOP (6) 1 4
END STOP (4)
CENTER/ENTRY GUIDE/STOP 1
GROUND LOADER ALIGNMENT FITTING (2)
THRESHOLD GUIDE/ RESTRAINT ASSEMBLY (3) 1
RETRACTION ACTUATOR (TRANSVERSE GUIDE RAIL) 5
ACTUATOR LIMIT SWITCH BOX 5
FWD
TRANSVERSE GUIDE RAIL 5
BUMPER GUIDE 6

NOTE

1. GUIDES ELECTRICALLY ACTUATED TO DOWN POSITION. SPRING ACTUATED TO UP POSITION
2. SPRING ACTUATED ONLY (VERTICALLY)
3. ON AIRCRAFT 032-999 ALL TRANSVERSE AND LONGITUDINAL DRIVE ASSEMBLIES ARE SELF-LIFTING
4. ON AIRCRAFT 001-031
5. ON AIRCRAFT 032-999
6. ON AIRCRAFT 022-999

M1-0000-25-2754

R R Forward and Center Cargo Compartment Layout
Figure 1



FS 703 (FORWARD CARGO COMPARTMENT) OR
FS 1625 (CENTER CARGO COMPARTMENT)

1 BALL MAT (2 PLACES)
2 SELF-LIFTING DRIVE ASSEMBLY (4 PLACES)
3 MANUAL GUIDE/STOP
4 FIXED DRIVE ASSEMBLY (6 PLACES)
5 ROLLER TRAY (6 PLACES)
6 SIDE MOUNTED ROLLER GUIDE
7 MANUAL GUIDE/STOP (EMPTY SPACE STOP) (4 PLACES)
8 END STOP (4 PLACES)
9 GUIDE/STOP (LONGITUDINAL) (9 PLACES) (MANUALLY OPERATED)
10 RELAY CONTROL BOX AND CONTROL PENDANT
11 GUIDE/STOP (TRANSVERSE) (6 PLACES)
12 THRESHOLD GUIDE/RESTRAINT (3 PLACES)
13 RETRACTION ACTUATOR (THRESHOLD GUIDE RESTRAINT)
14 CENTER ENTRY GUIDE BUMPER ASSEMBLY
15 GUIDE/STOP (CENTER ENTRY) (3 PLACES)
16 RETRACTION ACTUATOR (CENTER ENTRY)
17 GUIDE RAIL (ENTRY)

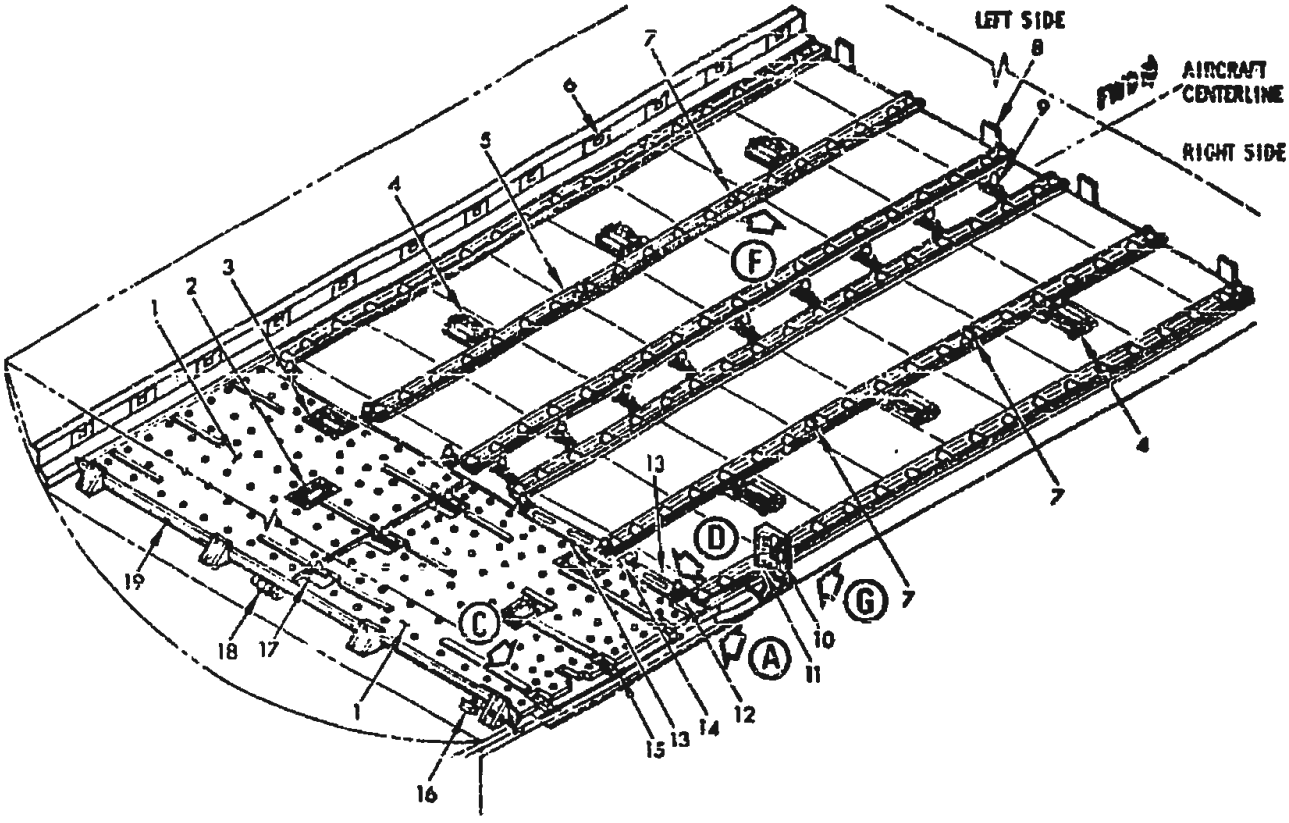
NOTE

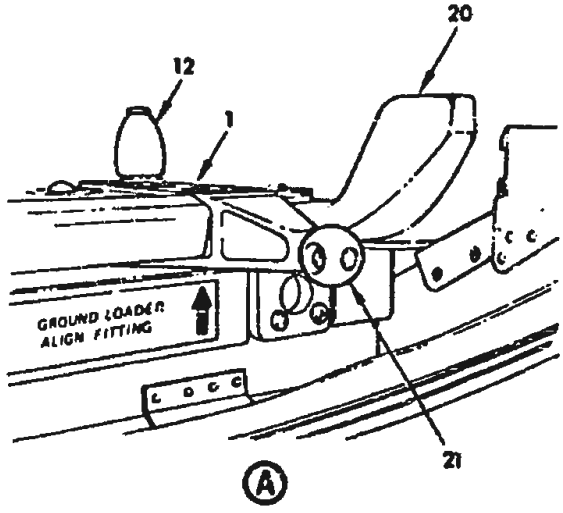
THIS FIGURE TYPICAL FOR THE FORWARD AND CENTER CARGO COMPARTMENTS (ZONE 120 AND ZONE 150)

M1-5101-25-955

R R Cargo Handling and Stowage System
Figure 2 (Sheet 1)

R EFFECTIVITY: 001-006 WITHOUT SB 25-102
R
039B





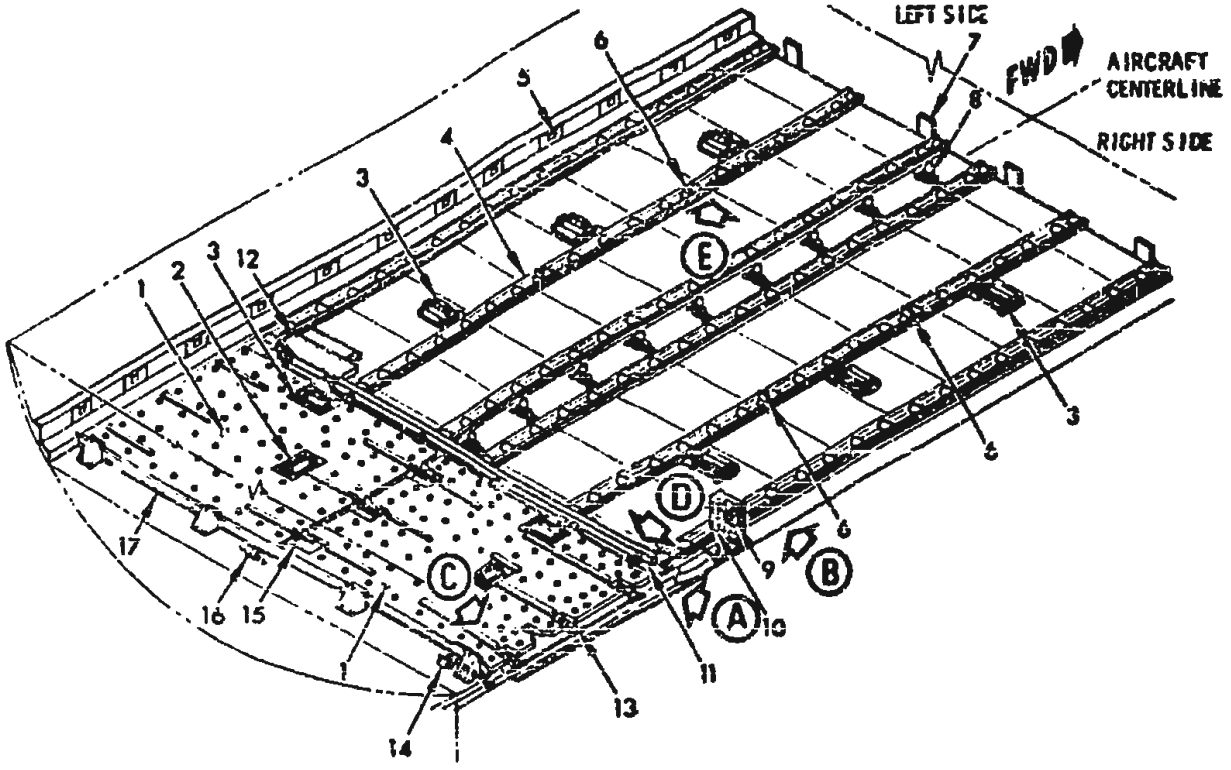
1 BALL MAT (LEFT AND RIGHT)
2 SELF-LIFTING DRIVE ASSEMBLY (TRANSVERSE) (2 PLACES)
3 SELF-LIFTING DRIVE ASSEMBLY (LONGITUDINAL) (2 PLACES)
4 FIXED DRIVE ASSEMBLY (6 PLACES)
5 ROLLER TRAY (6 PLACES)
6 SIDE-MOUNTED ROLLER GUIDE (LEFT AND RIGHT)
7 EMPTY-SPACE STOP-LOCK ASSEMBLY (4 PLACES)
8 FORWARD END STOP (4 PLACES)
9 LONGITUDINAL GUIDE/STOP (9 PLACES)
10 PENDANT CONTROL ASSEMBLY
11 RELAY CONTROL BOX ASSEMBLY
12 TRANSVERSE GUIDE/STOP (6 PLACES)
13 ABSORBER ASSEMBLY
14 RETRACTION ACTUATOR (TRANSVERSE)
15 THRESHOLD GUIDE/RESTRAINT (3 PLACES)
16 RETRACTION ACTUATOR (THRESHOLD GUIDE/RESTRAINT)
17 CENTER ENTRY GUIDE/STOP (3 PLACES)
18 RETRACTION ACTUATOR (CENTER ENTRY)
19 AFT END STOP (GUIDE RAIL)
20 BUMPER GUIDE
21 GROUND LOADER ALIGNMENT FITTING (2 PLACES)

M1-2002-25-000

Cargo Handling and Stowage System
Figure 2 (Sheet 1)

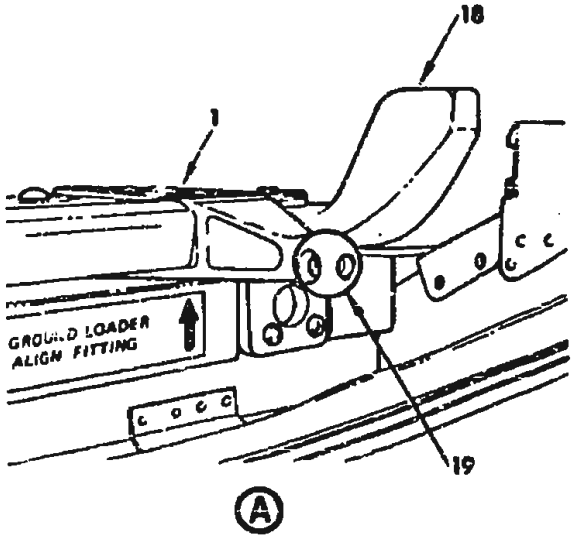
R
R
0018

EFFECTIVITY: 001-006 WITH SB25-102, AND 007-031



NOTE:

1 BALL MAT (LEFT AND RIGHT)
2 SELF-LIFTING DRIVE ASSEMBLY (TRANSVERSE)(2)
3 SELF-LIFTING DRIVE ASSEMBLY (LONGITUDINAL (8)
4 ROLLER TRAY (6 PLACES)
5 SIDE-MOUNTED ROLLER GUIDE (LEFT AND RIGHT)
6 EMPTY-SPACE STOP-LOCK ASSEMBLY (4)
7 FORWARD END STOP (4 PLACES)
8 LONGITUDINAL GUIDE/STOP (9)
9 PENDANT CONTROL ASSEMBLY
10 RELAY CONTROL BOX ASSEMBLY
11 TRANSVERSE GUIDE RAIL
12 RETRACTION ACTUATOR (TRANSVERSE)
13 THRESHOLD GUIDE/RESTRAINT (3 PLACES)
14 RETRACTION ACTUATOR (THRESHOLD GUIDE/RESTRAINT)
15 CENTER ENTRY GUIDE/STOP (3 PLACES)
16 RETRACTION ACTUATOR (CENTER ENTRY)
17 AFT END STOP (GUIDE RAIL)
18 BUMPER GUIDE
19 GROUND LOADER ALIGNMENT FITTING (2)



MI-0000-25-275

R Cargo Handling and Stowage System
R Figure 2 (Sheet 1)

R EFFECTIVITY: 032-999

0018

full-width or eight half-width containers, or a combination of both. The capacity of each full width container is approximately 321 cubic feet. The complete drive system is mounted on the cargo compartment floor. Failure of any one component cannot cause another component to fail.

The drive rollers and actuated guides can be manually disengaged to load or unload any container.

2. Operation

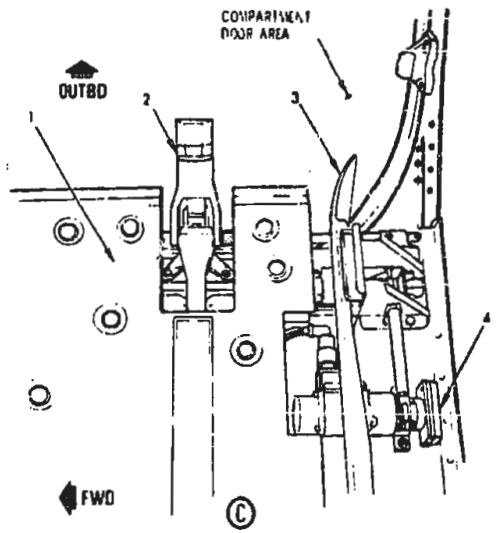
A ball transfer mat containing omnidirectional balls is mounted in the door area for each row of half-width containers. Actuated threshold guide/restraints are installed at the leading edge of the compartment door. Entry center guide/stops are installed between the ball mats.

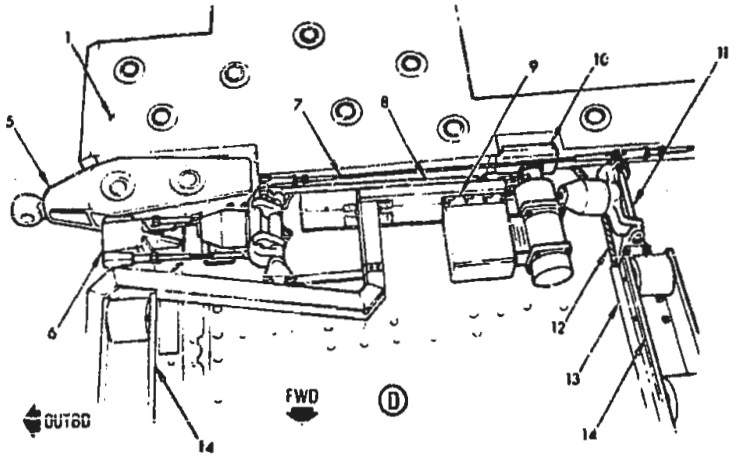
R On aircraft 001-031,
R transverse guide/stops are installed at the forward edge of both ball mats. Each group of guides is operated independently by an actuator. Push rods and cables connect the individual guides of a group.

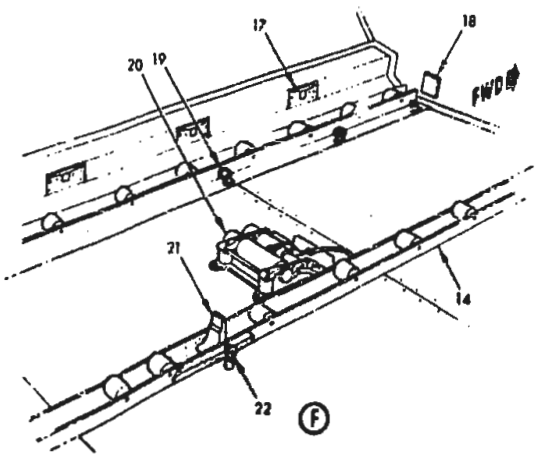
R On aircraft 032-999,
R a transverse guide rail is installed at the forward edge of both
R ball mats. The transverse guide rail is operated by an actuator
R and push rod assembly. Push rods and cables connect the
R individual guides of a group.

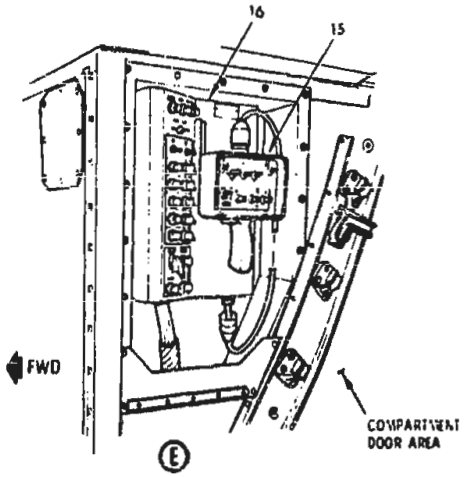
On aircraft 001-019 without SB 25-147,
the threshold guide/restraints can be lowered or raised electrically, or by manually operating the hand lever attached to the center threshold guide/restraint. The restraints will be locked in the full down position by engaging the plunger on the center threshold guide/restraint. Pushing downward on the hand lever will disengage the plunger and allow the threshold guide/restraints to be raised to the full up position. A telescoping type push rod, installed between the threshold guide/restraint actuator and the restraint operating mechanism, will allow manual operation of the threshold guide/restraints.

On aircraft 001-019 with SB 25-147, and 020-999,
each threshold guide/restraint can be lowered or raised independently for manual operation by pressing the thumb pad on the aft side of the restraint guide. The three threshold guide/restraints may also be lowered or raised electrically as a group. When the THRESHOLD switch on the pendant control assembly is placed in the UP position, the actuator moves its arm from a normal zero position to rotate the drive mount assembly crankshaft 90 degrees thus applying force through the torque shafts and driving collars to the toggle arms to drive









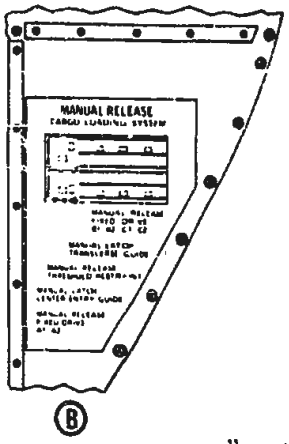
1 BALL MAT
2 THRESHOLD GUIDE/RESTRAINT
3 GUIDE RAIL (ENTRY)
4 RETRACTION ACTUATOR (THRESHOLD GUIDE RESTRAINT)
5 GROUND ALIGNMENT LOADER FITTING
6 TRANSVERSE GUIDE/STOP (IMPACTOR
7 ACTUATOR CABLE
8 TORQUE TUBE
9 PROTECTIVE COVER
10 RETRACTION ACTUATOR (TRANSVERSE)
11 GUIDE/STOP (TRANSVERSE) (SHOWN RETRACTED)
12 WIRING HARNESS
13 CONDUIT
14 ROLLER TRAY
15 CONTROL PENDANT
16 RELAY CONTROL BOX
17 SIDE MOUNTED ROLLER GUIDE
18 END STOPS (4 PLACES)
19 TIE DOWN RING
20 FIXED DRIVE ASSEMBLY
21 MANUAL GUIDE/STOP (CONTAINER EMPTY SPACE STOP LOCK)
22 PIN (RELEASE)

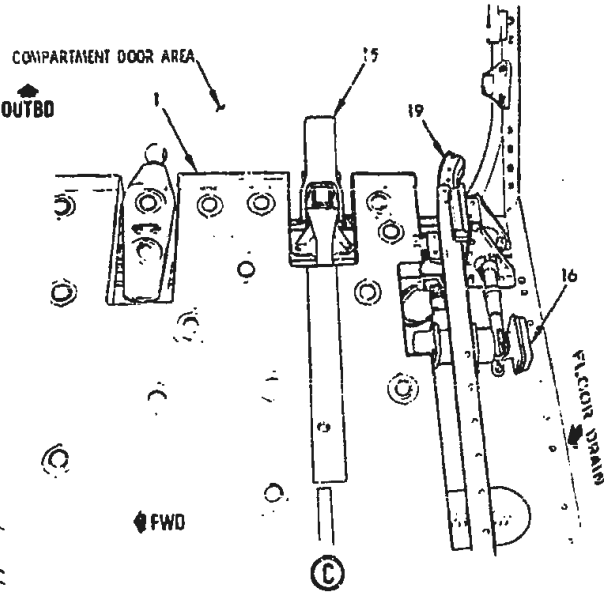
NOTE
THIS FIGURE TYPICAL FOR THE FORWARD AND CENTER CARGO COMPARTMENTS (ZONE 120 AND ZONE 150).

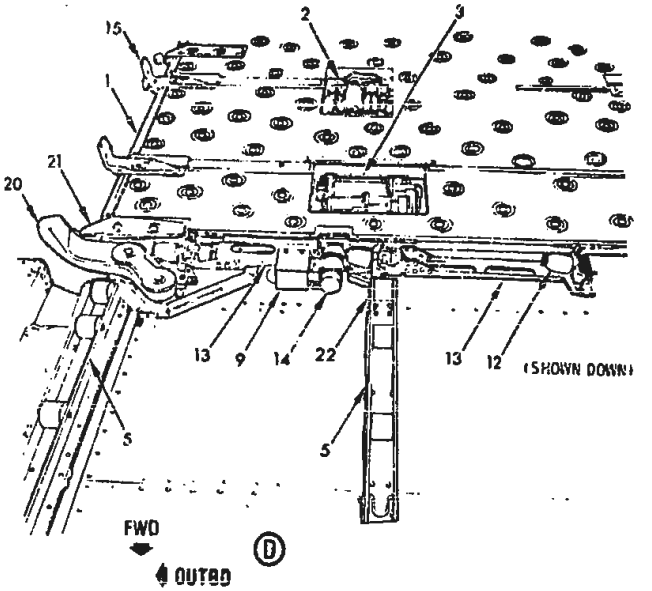
M1-5000-25-058

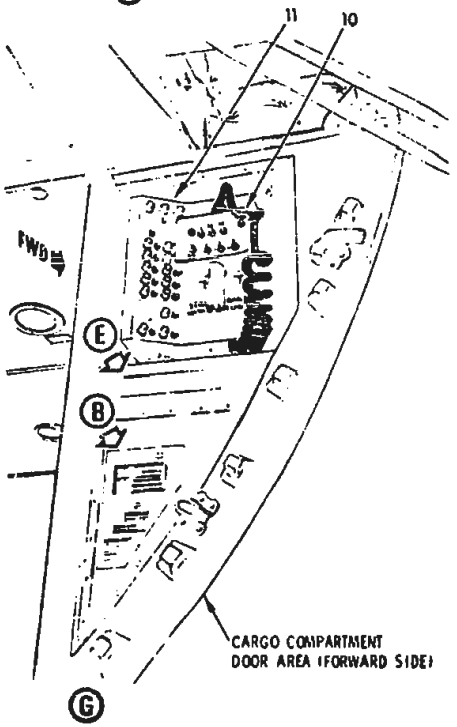
Cargo Handling and Stowage System
Figure 2 (Sheet 2)

R EFFECTIVITY: 001-006 WITHOUT SB 25-102
R
0018

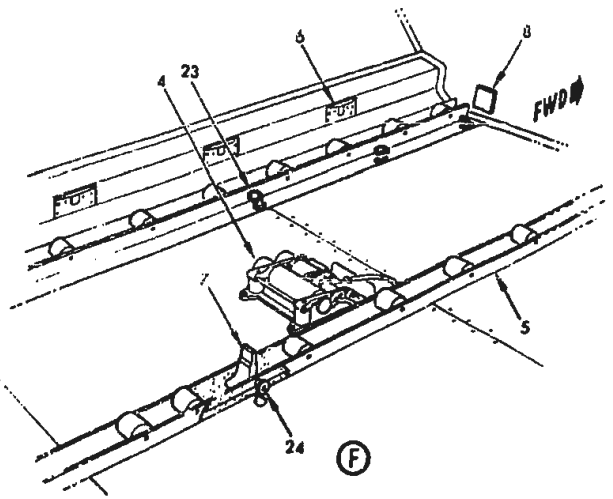








1 BALL MAT (LEFT AND RIGHT)
2 SELF-LIFTING DRIVE ASSEMBLY (TRANSVERSE) (2 PLACES)
3 SELF-LIFTING DRIVE ASSEMBLY (LONGITUDINAL) (2 PLACES)
4 FIXED DRIVE ASSEMBLY (6 PLACES)
5 ROLLER TRAY (6 PLACES)
6 SIDE-MOUNTED ROLLER GUIDE (LEFT AND RIGHT)
7 EMPTY-SPACE STOP-LOCK ASSEMBLY (4 PLACES)
8 FORWARD END STOP (4 PLACES)
9 NOT SHOWN ON THIS SHEET
10 PENDANT CONTROL ASSEMBLY
11 RELAY CONTROL BOX ASSEMBLY
12 TRANSVERSE GUIDE/STOP (6 PLACES)
13 ABSORBER ASSEMBLY
14 RETRACTION ACTUATOR (TRANSVERSE)
15 THRESHOLD GUIDE/RESTRAINT (3 PLACES)
16 RETRACTION ACTUATOR (THRESHOLD GUIDE/RESTRAINT)
17 NOT SHOWN ON THIS SHEET
18 NOT SHOWN ON THIS SHEET
19 AFT END STOP (GUIDE RAIL)
20 BUMPER GUIDE
21 GROUND LOADER ALIGNMENT FITTING (2 PLACES)
22 WIRING HARNESS
23 TIE-DOWN RING
24 DETENT PIN

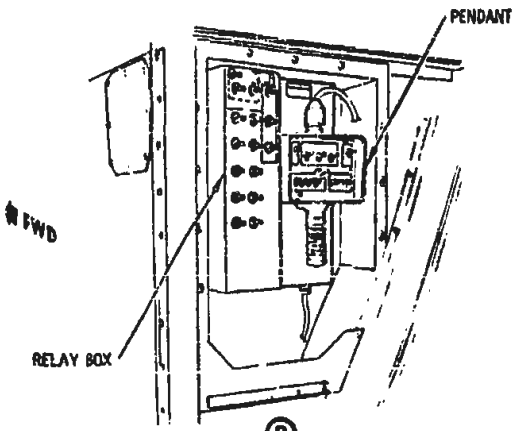


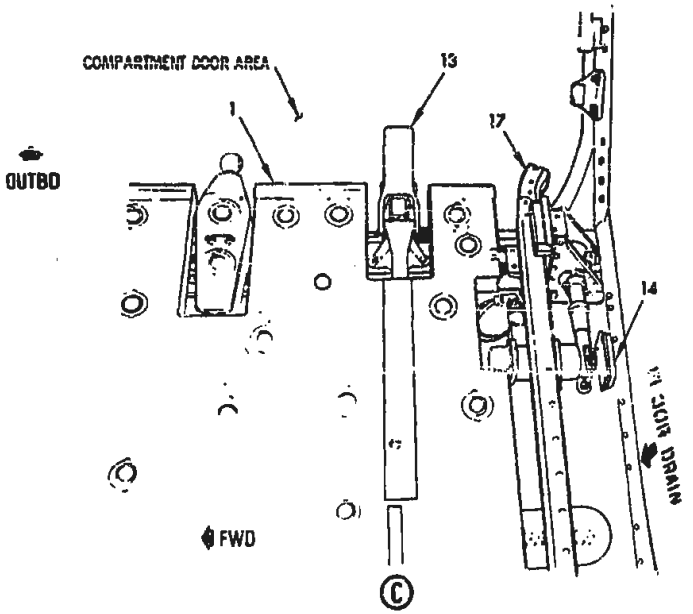
STOW CABLE HERE
E

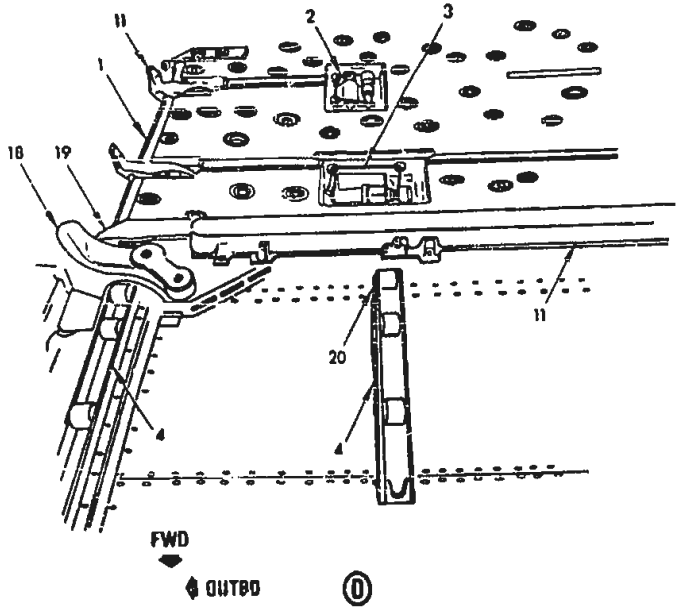
MI-2002-25-465

Cargo Handling and Stowage System
Figure 2 (Sheet 2)

R EFFECTIVITY: 001-006 WITH SB25-102, AND 007-031
R
001B

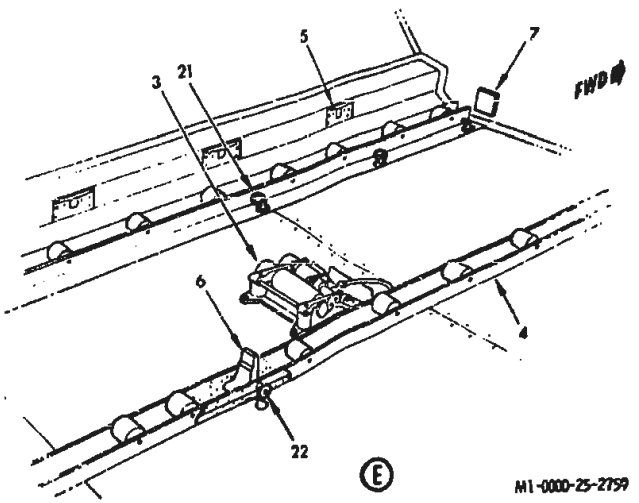






NOTE:

1 BALL MAT (LEFT AND RIGHT)
2 SELF-LIFTING DRIVE ASSEMBLY (TRANSVERSE (2)
3 SELF-LIFTING DRIVE ASSEMBLY (LONGITUDINAL) (8)
4 ROLLER TRAY (6 PLACES)
5 SIDE-MOUNTED ROLLER GUIDE (LEFT AND RIGHT)
6 EMPTY-SPACE STOP-LOCK ASSEMBLY (4)
7 FORWARD END STOP (4 PLACES)
8 NOT SHOWN ON THIS SHEET
9 PENDANT CONTROL ASSEMBLY
10 RELAY CONTROL BOX ASSEMBLY
11 TRANSVERSE GUIDE RAIL
12 NOT SHOWN ON THIS SHEET
13 THRESHOLD GUIDE/RESTRAINT (3)
14 RETRACTION ACTUATOR (THRESHOLD GUIDE/RESTRAINT)
15 NOT SHOWN ON THIS SHEET
16 NOT SHOWN ON THIS SHEET
17 AFT END STOP (GUIDE RAIL)
18 BUMPER GUIDE
19 GROUND LOADER ALIGNMENT FITTING (2)
20 WIRING HARNESS
21 TIE-DOWN RING
22 DETENT PIN

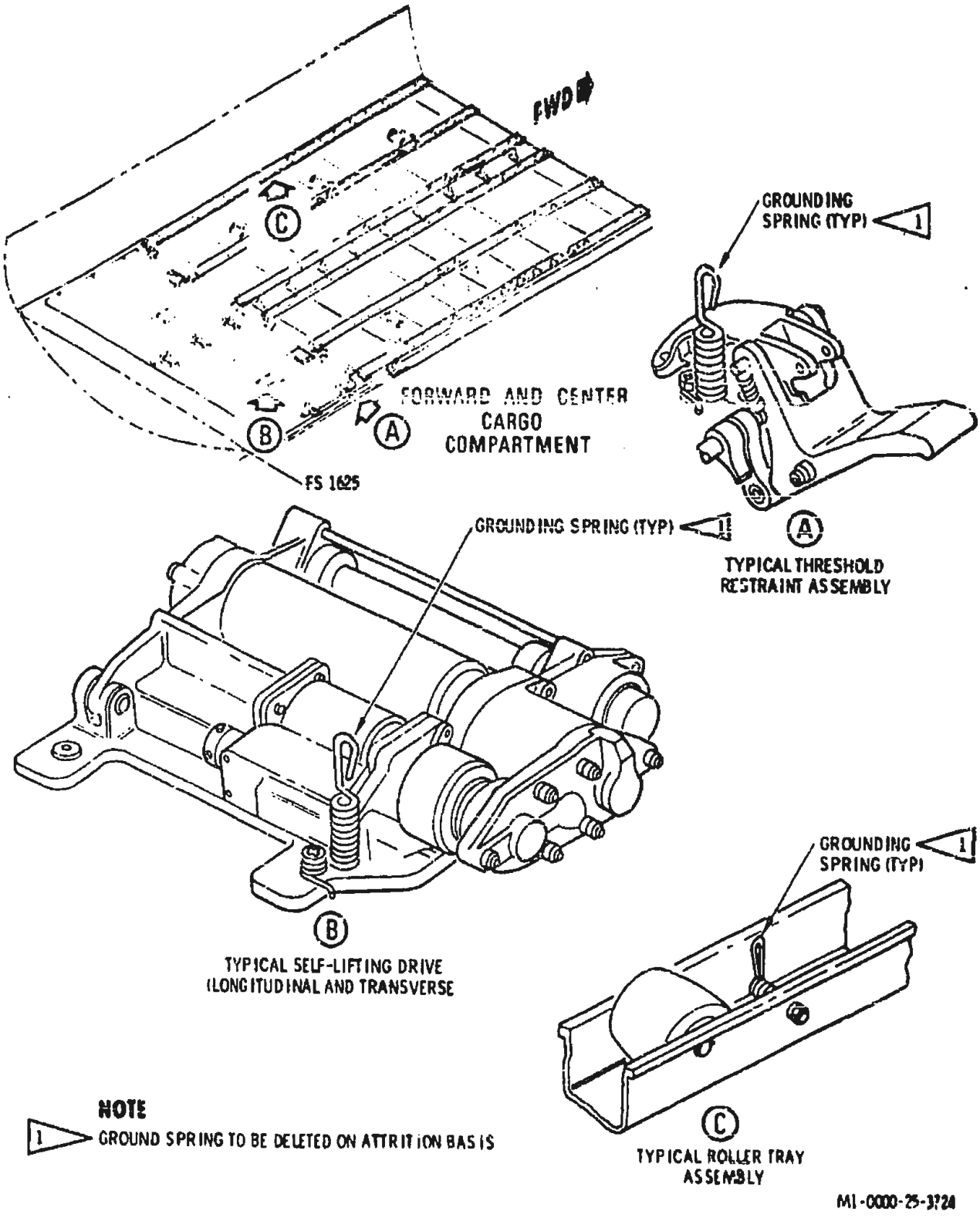


M1-0000-25-2759

R Cargo Handling and Stowage System
R Figure 2 (Sheet 2)

EFFECTIVITY: 032-999

0018



CR
CR

Cargo Handling Stowage System
Figure 2 (Sheet 3)

EFFECTIVITY: 001-031 WITH SB25-272 AND 032-999

001B

the threshold guide/restraints to the UP position. The threshold control box then signals the actuator to reverse and the actuator arm is returned to the zero position. When the THRESHOLD switch is placed in the DOWN position, the actuator moves its arm from a normal zero position to rotate the drive mount assembly crankshaft 90 degrees and apply force through the torque shafts and driving collars to the toggle arms to drive the guides to the DOWN position. The threshold control box then signals the actuator to reverse and the actuator arm is returned to the zero position.

Spring-loaded (fore or aft direction) longitudinal guides are installed on the compartment centerline and forward of the door. These guides are in a normal vertical position, but deflect in either direction when full-width containers are loaded or unloaded from the compartment. The guides also serve as transverse restraints for half-width containers.

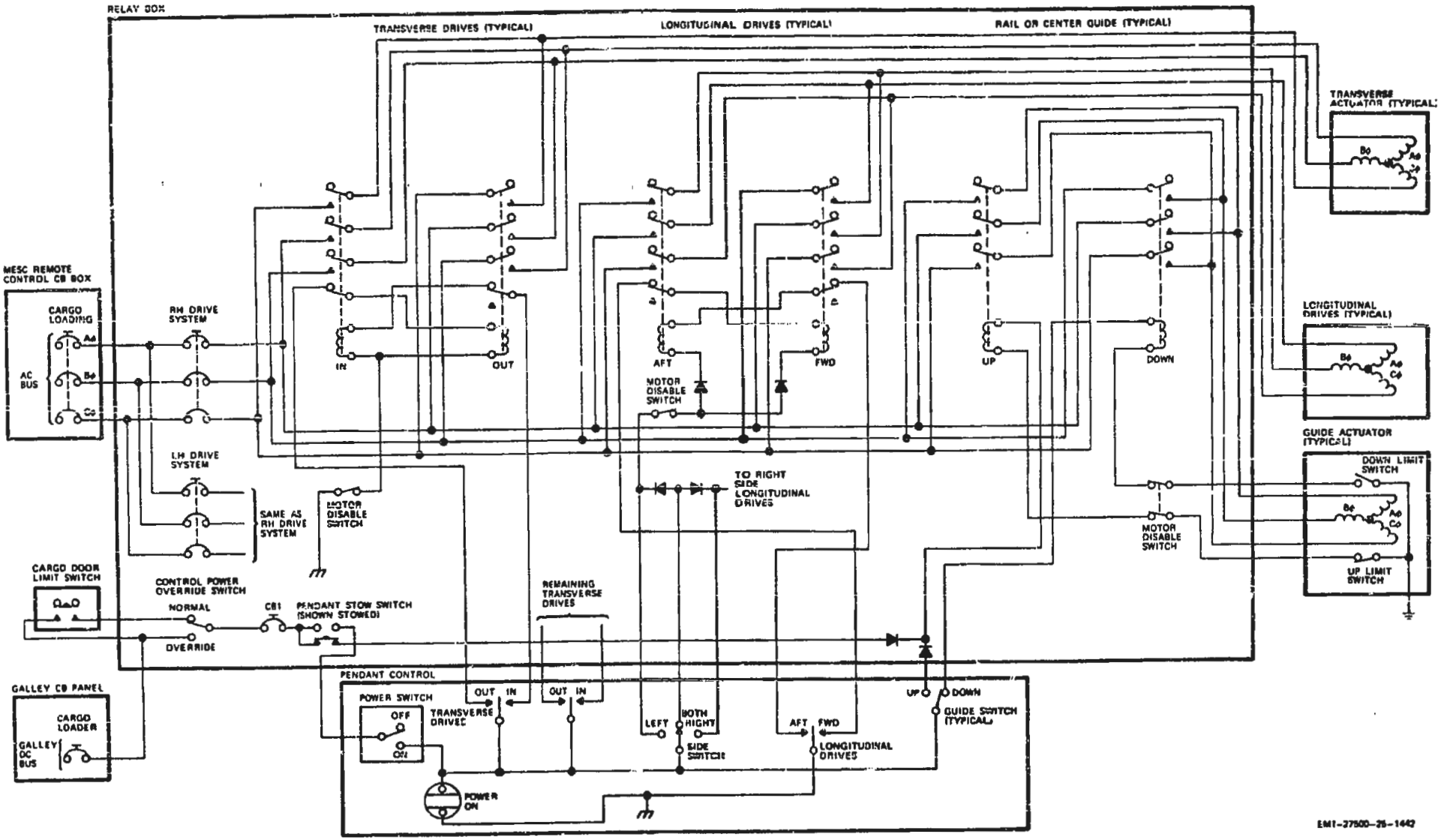
Each half-width container is supported on three parallel rows of crowned rollers installed forward of the ball mats.

R On aircraft 001-031,
R one self-lifting and three fixed-position drive (roller) assemblies on the left or right side of the compartment, permit longitudinal container (or pallet) movement throughout the compartment length. Two additional self-lifting drive (roller) assemblies on the left or right side of the compartment provide transverse container movement at the loading door. The fixed-drive assemblies are located forward of the ball mats. The self-lifting drive assemblies are located in cutout areas of the ball mats.

R On aircraft 032-999,
R eight longitudinal self-lifting drive assemblies provide
R longitudinal container movement throughout the compartment
R length. Two additional transverse self-lifting drive assemblies
R in the ball mat area provide transverse container movement at
R the loading door.

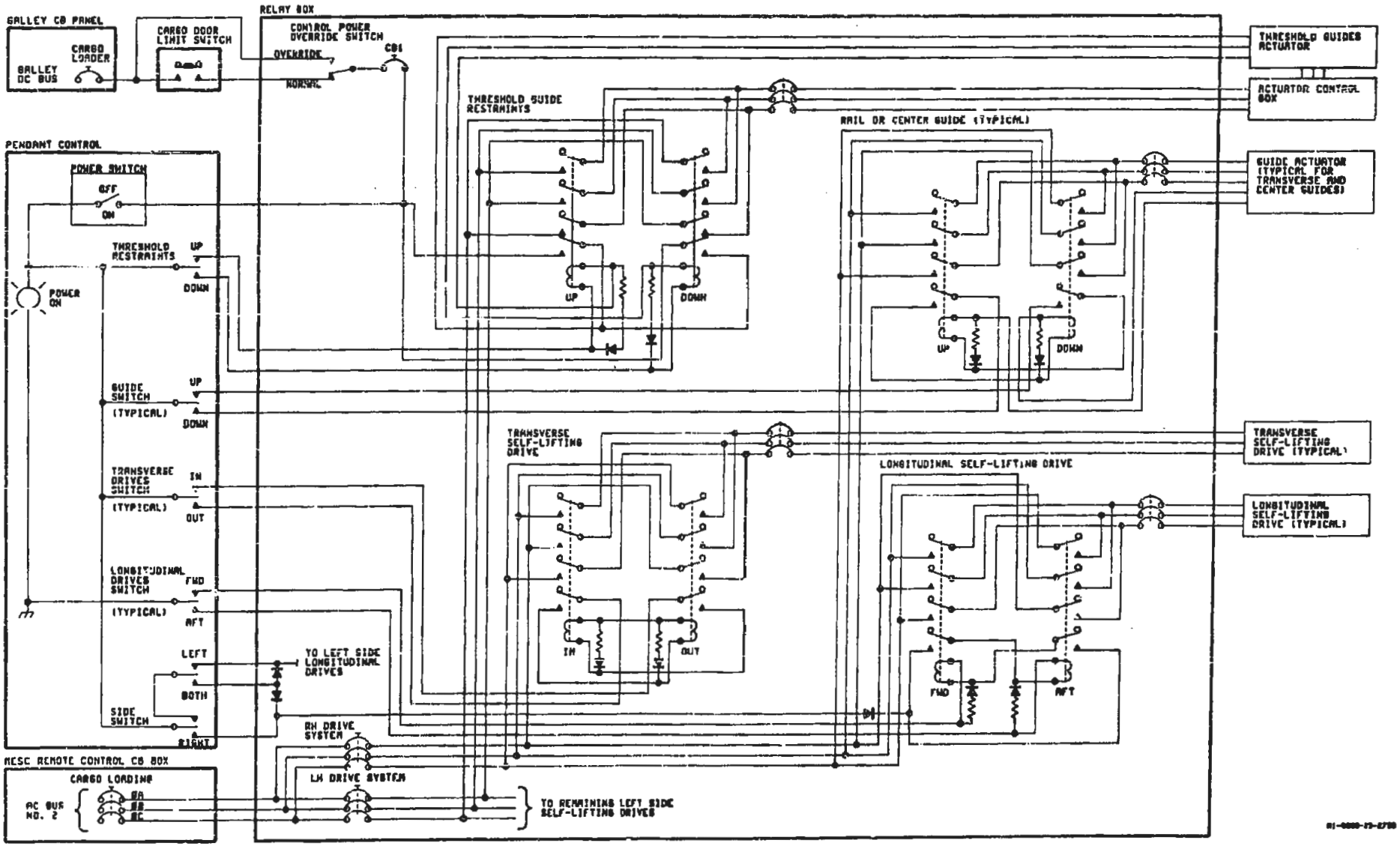
R A pendant control, stowed within the forward end of the respective cargo door area is the control unit for the system-actuated mechanisms and drive assemblies. The pendant is connected to aircraft power by a self-coiling pendant to J-box electrical cable. This enables an operator to control the power loading system remotely from a ground loader. The pendant is provided with switches for the following functions:

Control of the THRESHOLD, CENTER, and TRANSVERSE GUIDES. Actuation of these switches to UP or DN positions the
R respective group of guides or guide rail.



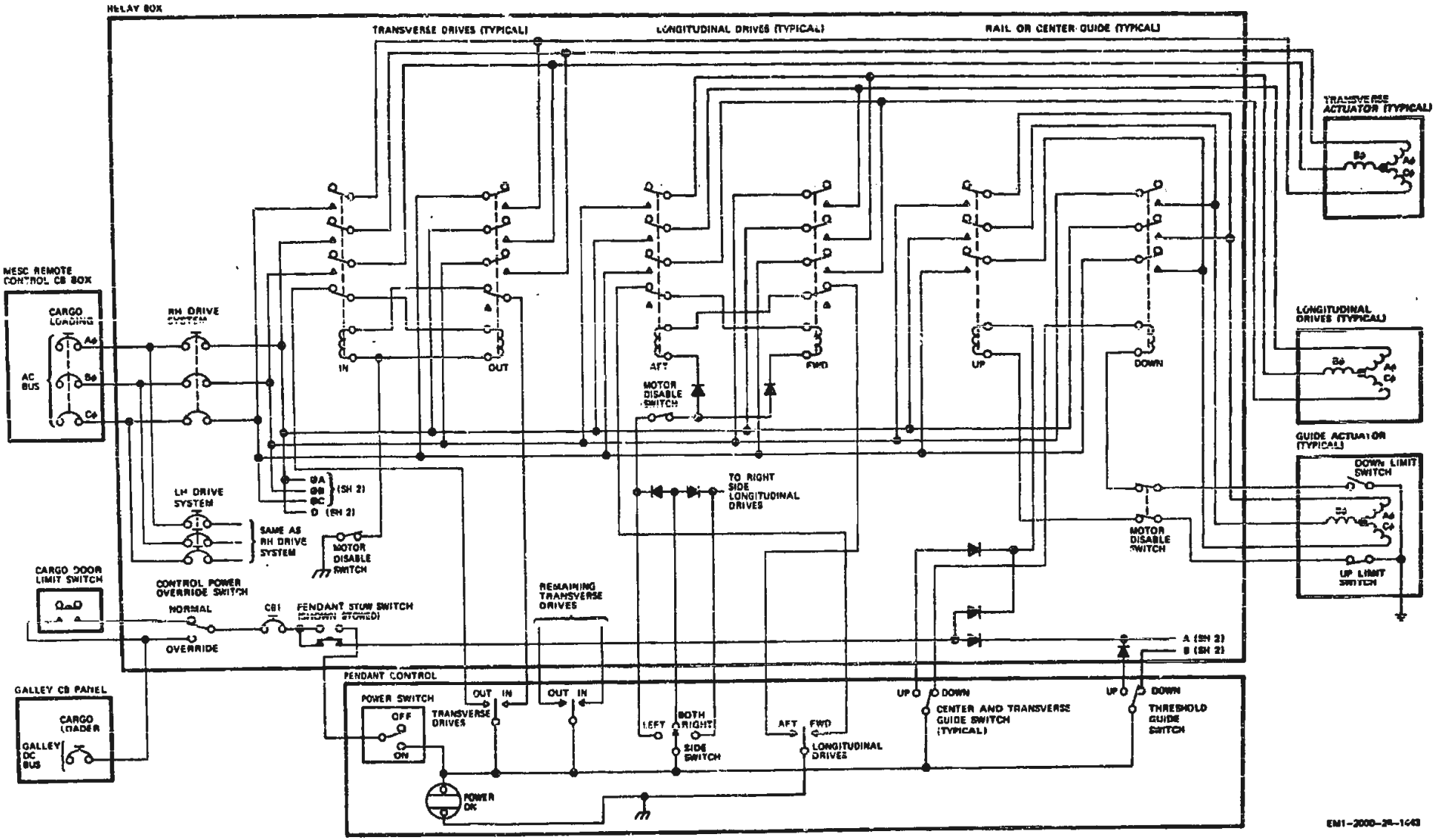
Cargo Compartment Simplified Schematic
Figure 3

R EFFECTIVITY: 001-019 WITHOUT S825-147
R
001B



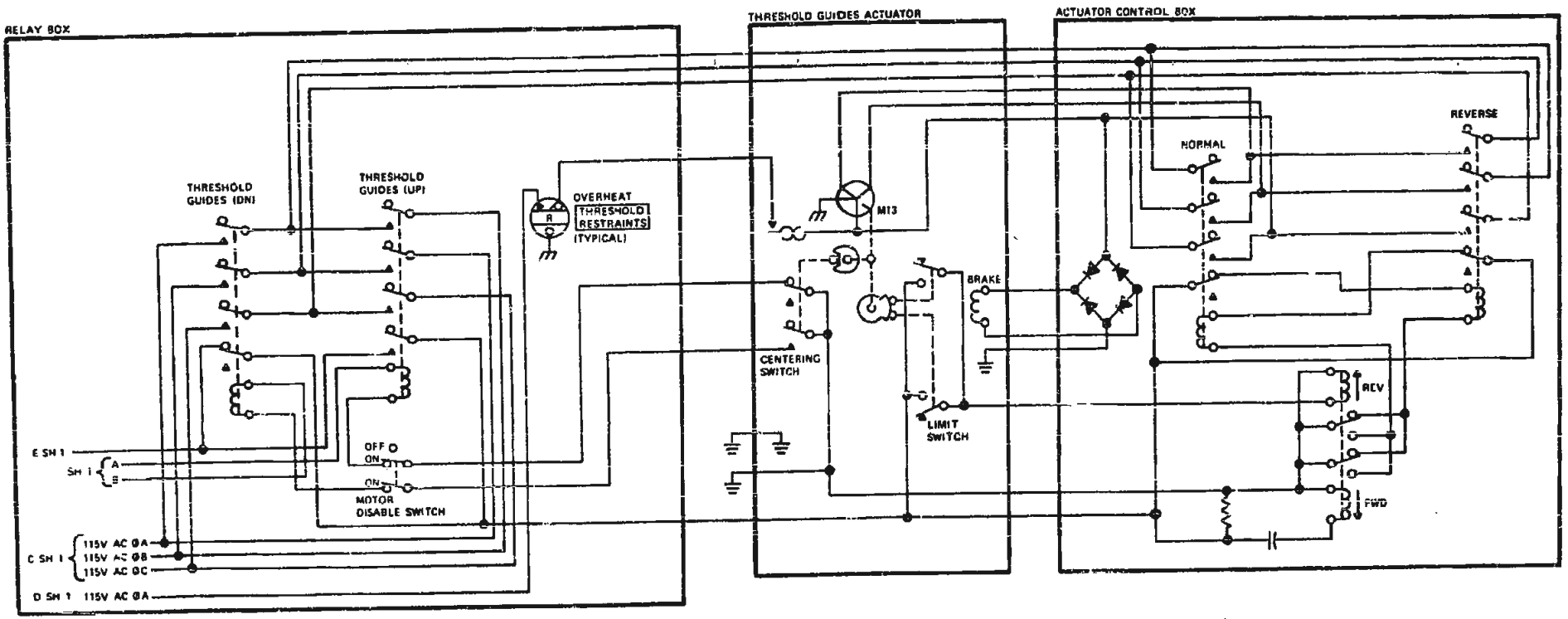
R Cargo Compartment Simplified Schematic
R Figure 3

R EFFECTIVITY: 032-999
R
001B



Cargo Compartment Simplified Schematic
Figure 3 (Sheet 1)

R EFFECTIVITY: 001-019 WITH SB25-147, AND 020-031
R
0018



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Cargo Compartment Simplified Schematic
Figure 3 (Sheet 2)

EFFECTIVITY: 001-019 WITH SB25-147, AND 020-031

001 R R B

Control of the left or right self-lifting transverse drive assemblies. Positioning the switches to IN loads the containers onto the respective ball mats. Positioning the switches to OUT unloads the containers from the ball mats.

On aircraft 001-031,
control of the two longitudinal self-lifting drive assemblies, and control of the two aft-mounted, the CENTER, and the FORWARD fixed-drive assemblies.

On aircraft 032-999,
control of the eight longitudinal self-lifting drive assemblies and the two transverse self-lifting drive assemblies.

Positioning the switches to AFT or FWD drives (moves) the containers forward or aft respectively in the compartment. Operation of left or right side of compartment when partial container loading is required. The pendant is equipped with a SIDE switch having LEFT, BOTH, and RIGHT positions.

3. Coiled Electrical Cord (Pendant to J-Box)

A. Description

A self-coiling cable connects the pendant controller to the J-box mounted at the forward or center cargo compartment door leading edge.

4. Pendant Control Assembly

A. Description

The pendant control assembly (Ref. Fig. 4) contains the necessary switches to operate the power-driven container handling system. A pistol-grip handle on the controller enables an operator to control the power-loading system. The controller is stowed at the forward or center cargo compartment door leading edge.

5. Ball Mat Assembly

A. Description

Two ball mats are installed in the aft end of the forward and center cargo compartments (Ref. Fig. 5).

On aircraft 001-031,
the hinged ball mats consist of two sandwich type panels.

Omnidirectional ball transfer units are exposed through the mat top surface. The mats can be raised and leaned against the compartment aft bulkhead to provide access to wire harnesses and floor-mounted mechanical components, to replace ball transfer units, and to clean the compartment floor.

On aircraft 032-999,
the ball mats consist of two sandwich type panels. Omnidirectional ball transfer units are exposed through the mat top surface. The mats can be removed to provide access to wire harnesses and floor mounted mechanical components, to replace ball transfer units, and to clean compartment floor.

The ball transfer units provide omnidirectional movement for the containers.

6. Roller Tray Assembly

A. Description

Six parallel roller tray assemblies are mounted directly to the forward and, center cargo compartment forward section floor (Ref. Fig. 6). Crowned rollers are positioned at approximately 10-inch intervals in an extruded aluminum channel. The rollers support the containers.

The middle roller tray on each side of the compartment is equipped with two manually operated empty-space stop-locks. Containers are restrained longitudinally by the locks when less than a full complement of containers is loaded.

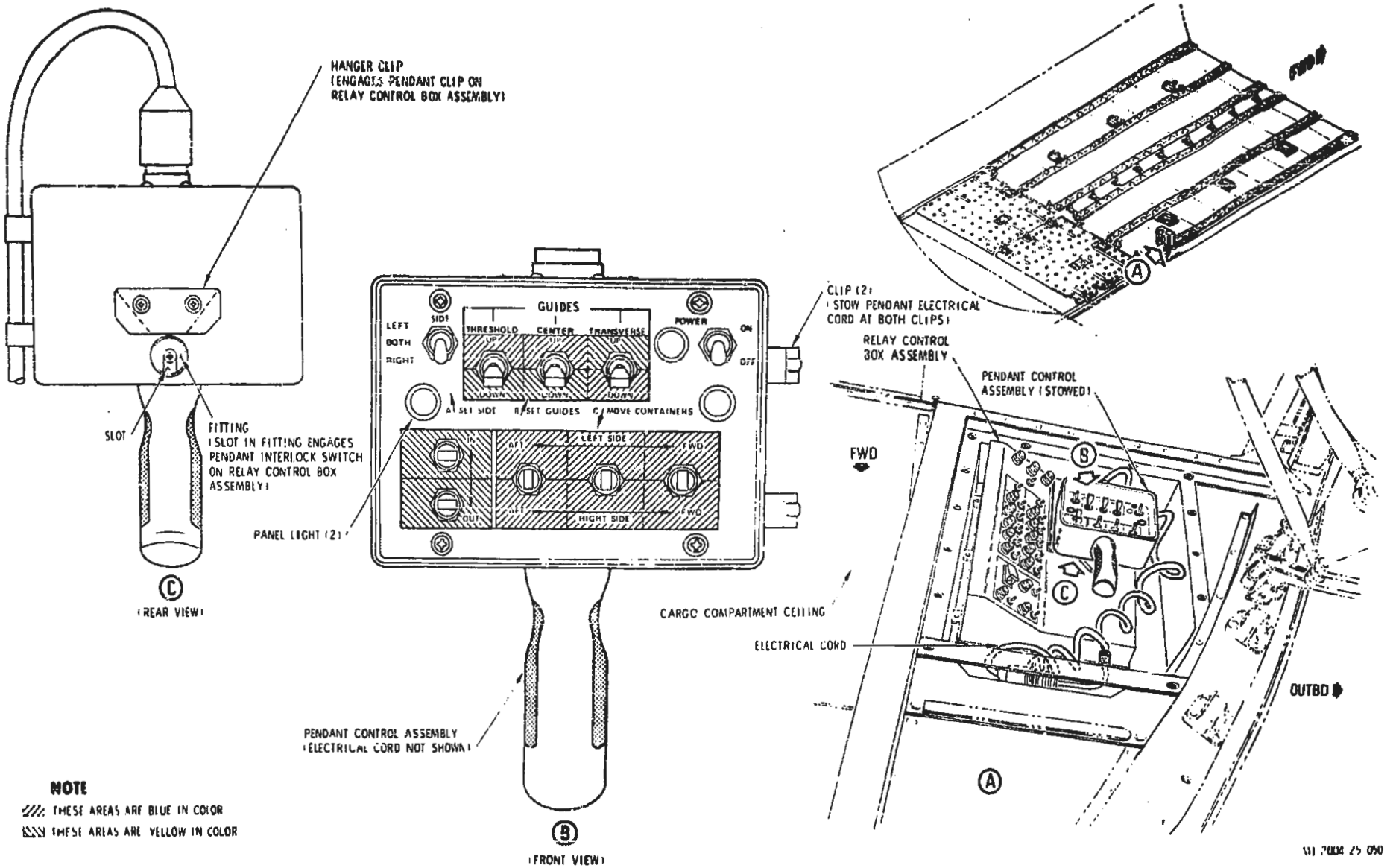
CR CR CR Aircraft 032 and on (SB25-272) were delivered with ground springs bolted to roller trays. Ground springs should be deleted on attrition basis.

7. Self-lifting Drive Assembly

A. Description

The self-lifting drive (Ref. Fig. 7) is an integrally powered unit providing the driving force to the container bottom.

On aircraft 001-031,
a pair of self-lifting drive (roller) assemblies are mounted in the left and right sides of the compartment floor transfer area. One drive of each pair moves a container



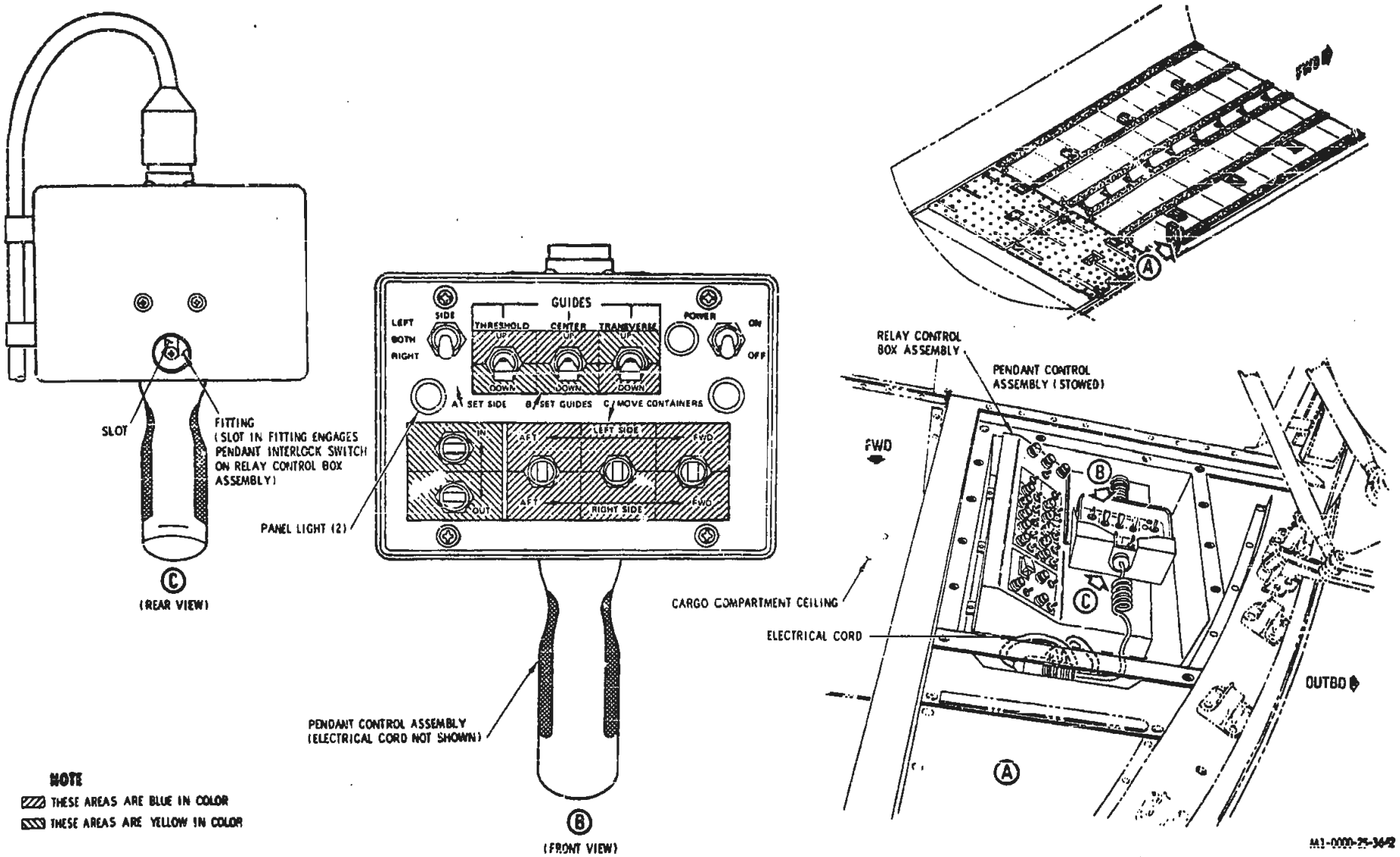
NOTE

THESE AREAS ARE BLUE IN COLOR

THESE AREAS ARE YELLOW IN COLOR

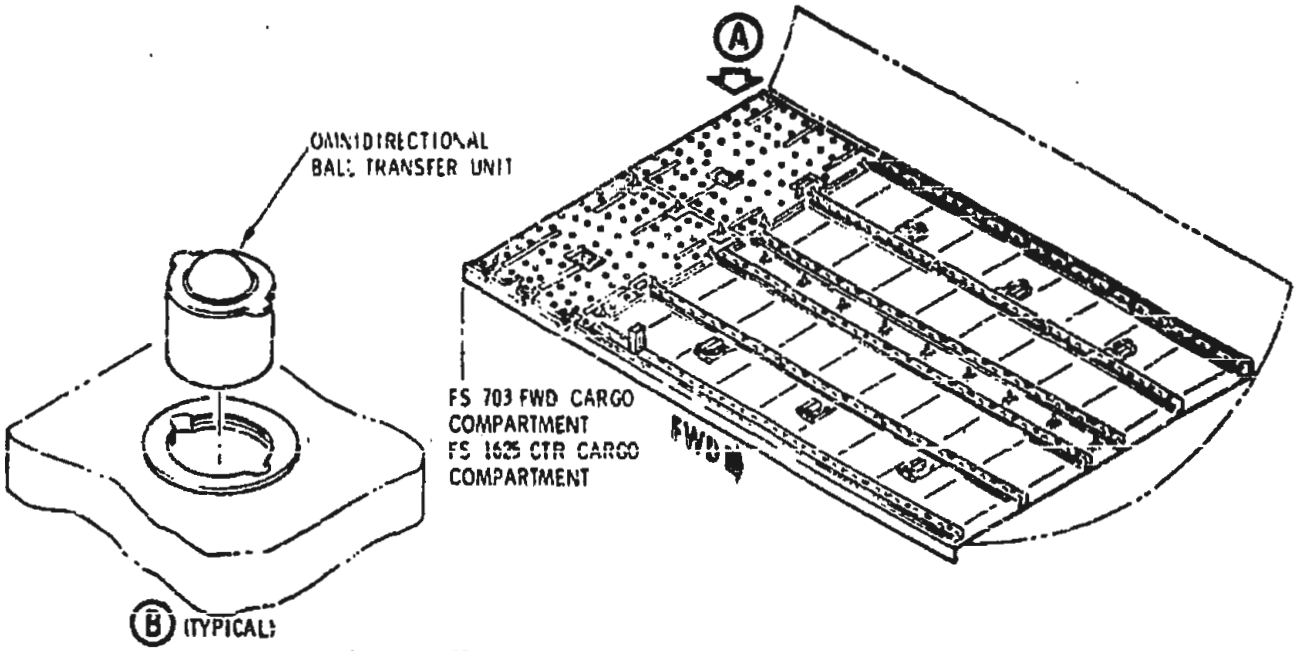
Pendant Control Assembly
Figure 4

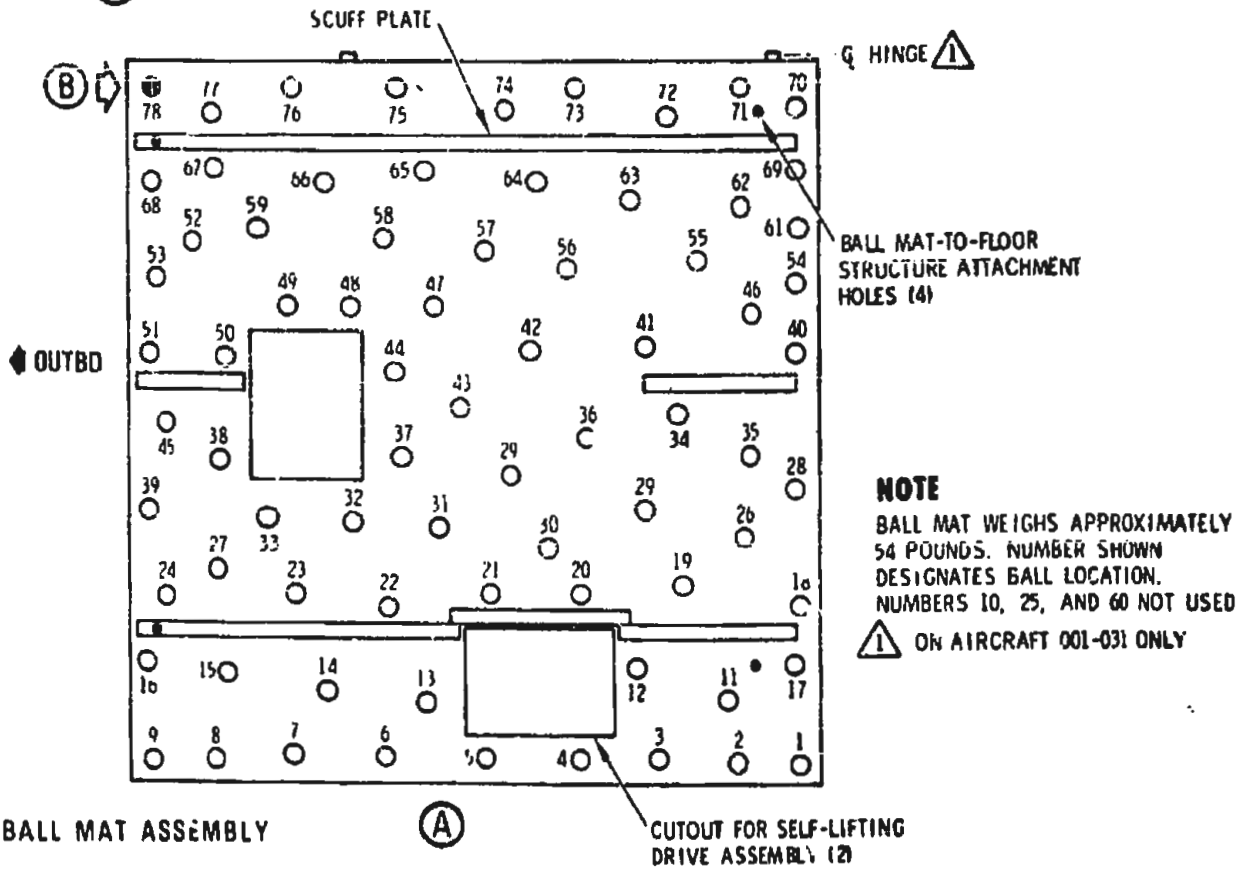
R EFFECTIVITY: WITHOUT SB25-445
R
001B



R Pendant Control Assembly
R Figure 4

R EFFECTIVITY: WITH SB25-445
R
0018





BALL MAT ASSEMBLY

NOTE

BALL MAT WEIGHS APPROXIMATELY 54 POUNDS. NUMBER SHOWN DESIGNATES BALL LOCATION. NUMBERS 10, 25, AND 60 NOT USED

1 ON AIRCRAFT 001-031 ONLY

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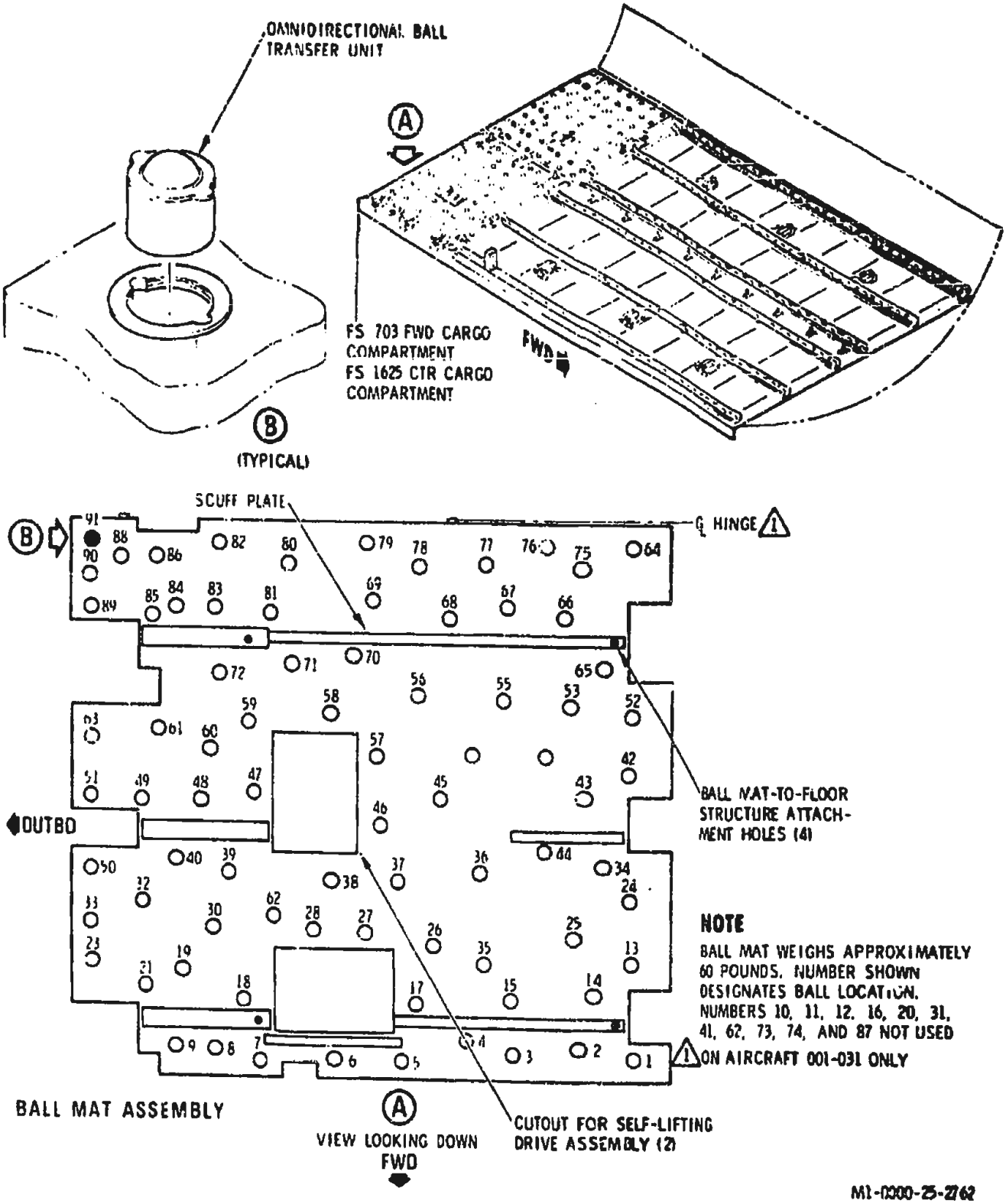
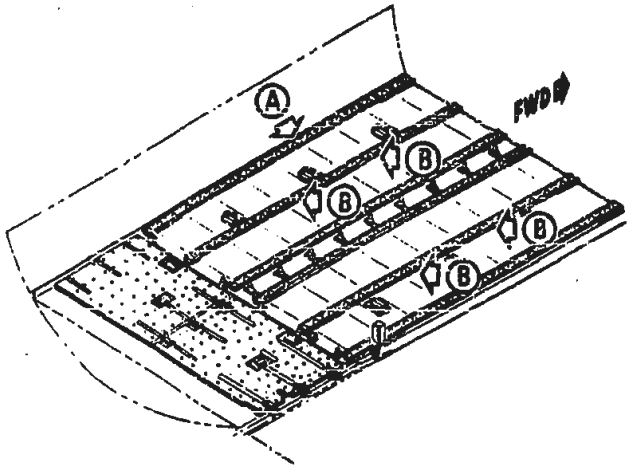
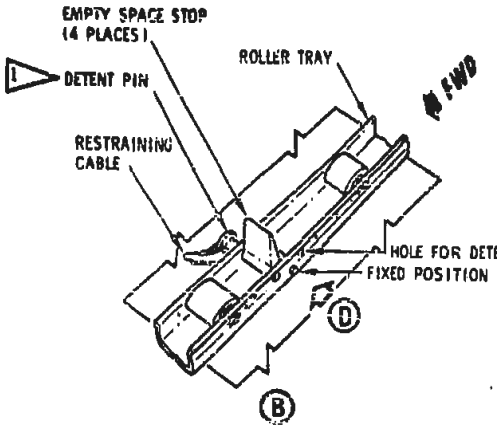
Ball Mat Assembly
Figure 5 (Sheet 1)

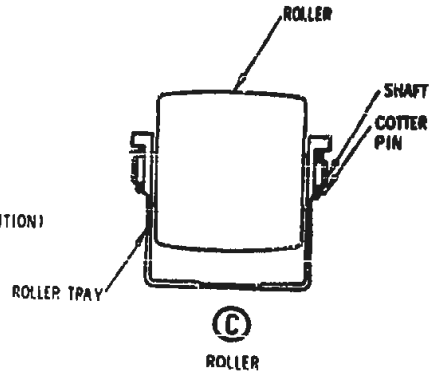


Ball Mat Assembly
Figure 5 (Sheet 2)





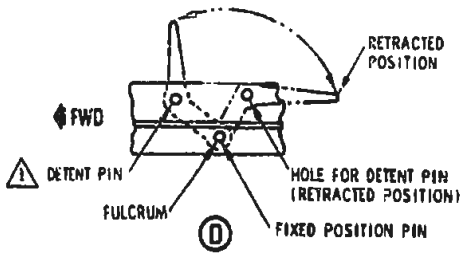
EMPTY SPACE STOP LOCK ASSEMBLY
(CENTER ROLLER TRAY ONLY, LEFT
SIDE SHOWN - RIGHT SIDE SIMILAR)
(SHOWN IN UP-EXTENDED POSITION)



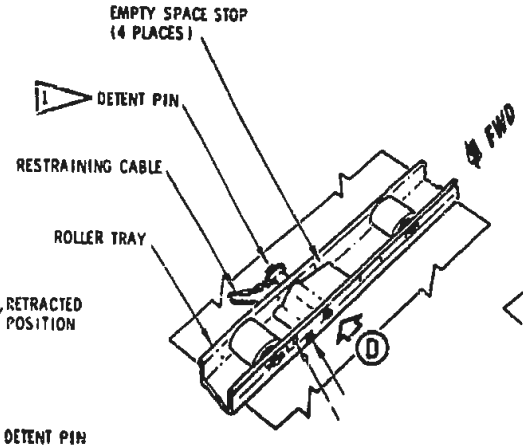
NOTE

1 DETENT PIN MUST BE COMPLETELY REMOVED FROM ROLLER TRAY WHEN POSITIONING EMPTY SPACE STOP TO EITHER RETRACTED OR EXTENDED CONDITIONS

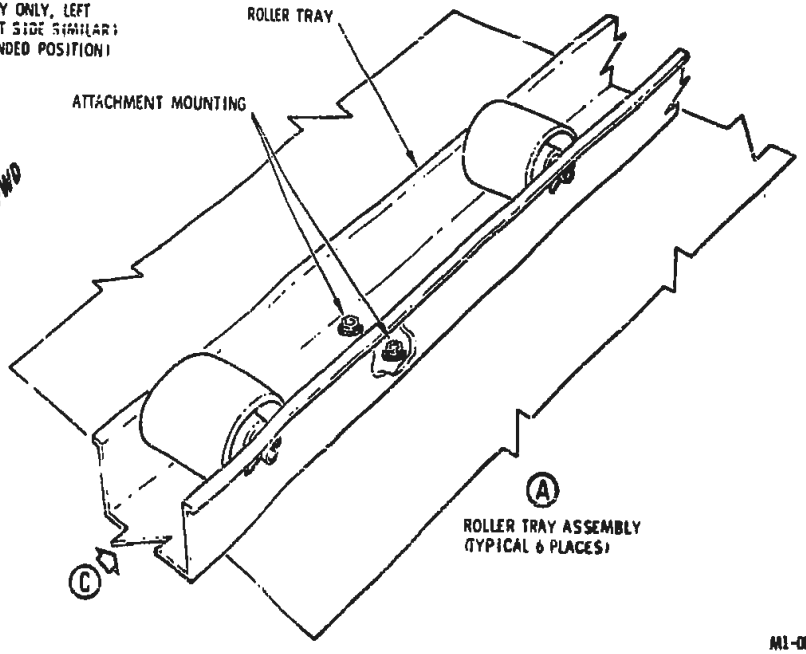
1 A STD A/C BOLT 0.50 DIA. X 2.6" LONG AND CORRESPONDING NUT MAY BE SUBSTITUTED FOR PIN SHOWN - NUT TO BE FINGERTIGHT ONLY



EMPTY SPACE STOP
(SHOWN IN UP-EXTENDED
POSITION)



EMPTY SPACE STOP LOCK ASSEMBLY
(CENTER ROLLER TRAY ONLY, LEFT
SIDE SHOWN - RIGHT SIDE SIMILAR)
(SHOWN IN DOWN-RETRACTED POSITION)



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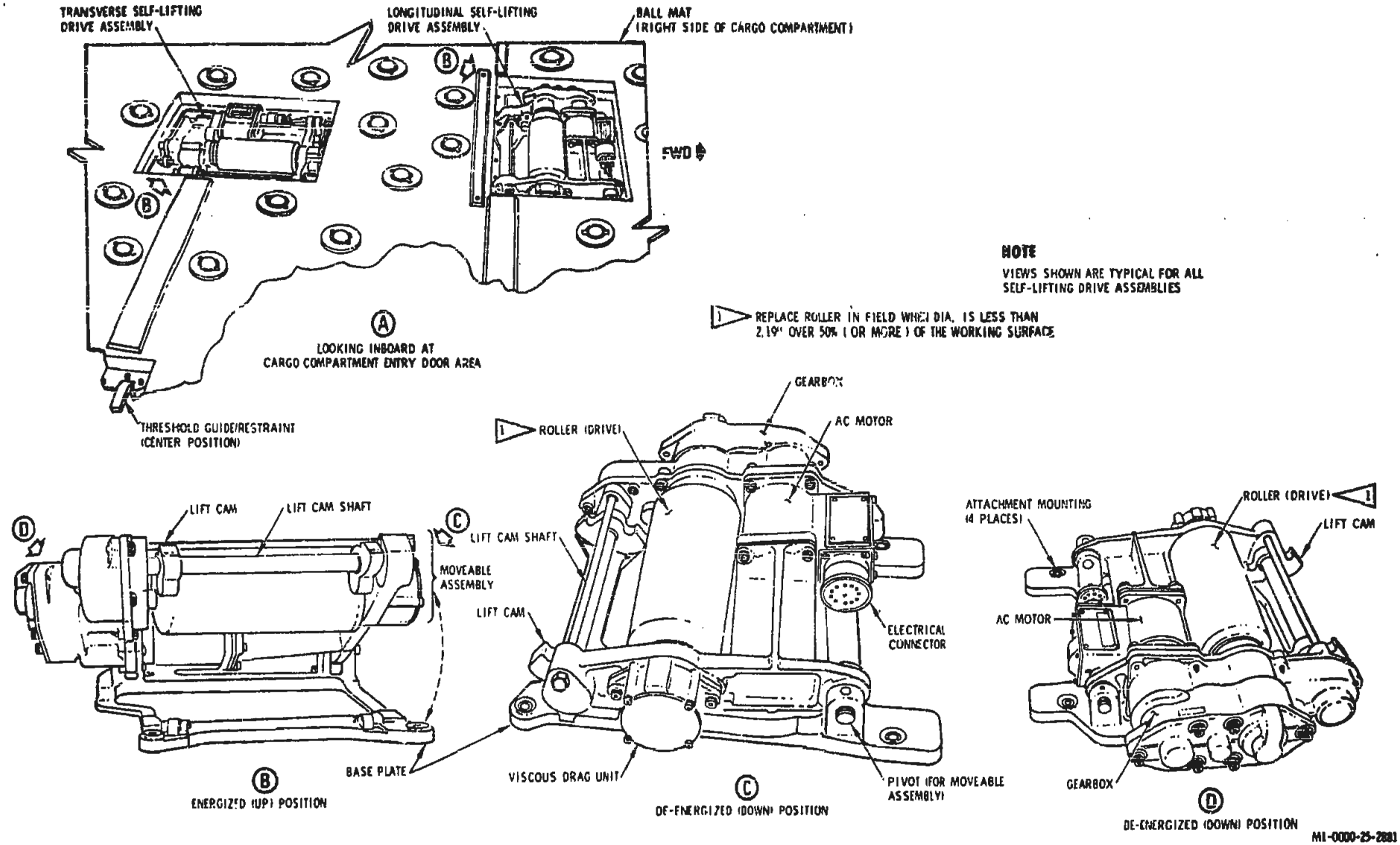
C
C Roller Tray Assembly
Figure 6

R EFFECTIVITY: ALL
R
001B



Self-Lifting Drive Assembly
Figure 7

EFFECTIVITY: ALL

transversely. The other drive of each pair moves a container longitudinally.

On aircraft 032-999,
two transverse self-lifting drive assemblies and eight longitudinal self-lifting drive assemblies are mounted on the left and right sides of the cargo compartment floor. The self-lifting drive assemblies move containers transversely and longitudinally.

On aircraft 001-031 with SB25-272, and 032-999,
each self-lifting drive assembly is provided with grounding spring bolted at the base of the drive fitting. The spring permits grounding of the cargo container thus preventing electric shock from being transmitted to personnel from the container (Ref. Fig. 2 (Sheet 3).

8. Fixed-drive Assembly

A. Description

On aircraft 001-031,
three fixed drive (roller) assemblies (Ref. Fig. 8) are mounted in the left and right sides of the forward end of the compartment. Each assembly applies upward pressure to the container bottom. The six assemblies provide drive continuity for longitudinal movement of a container.

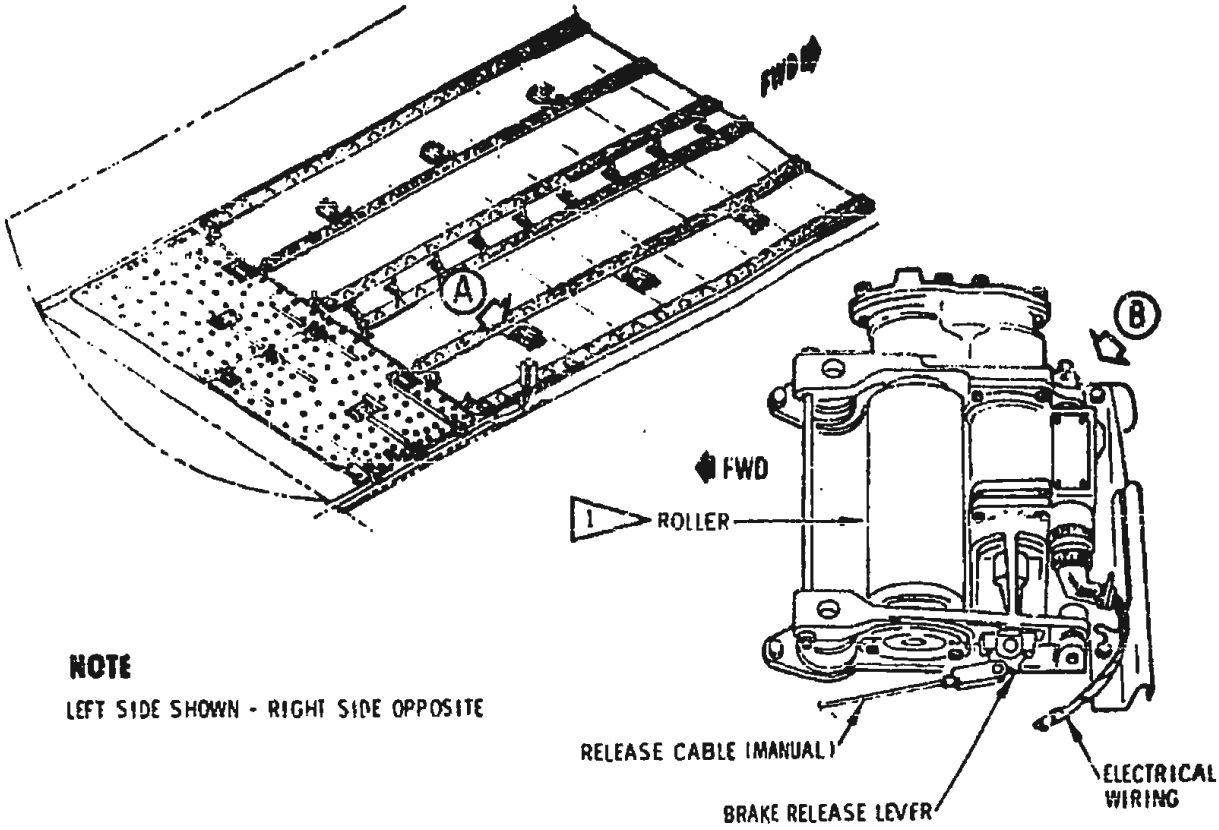
On aircraft 001-023 without SB 25-168,
the drive is equipped with a self-energizing brake.

The drive roller is locked by the brake, and released when electrical power is applied. The containers are restrained longitudinally by the drive.

9. Threshold Guide/Restraint Assembly

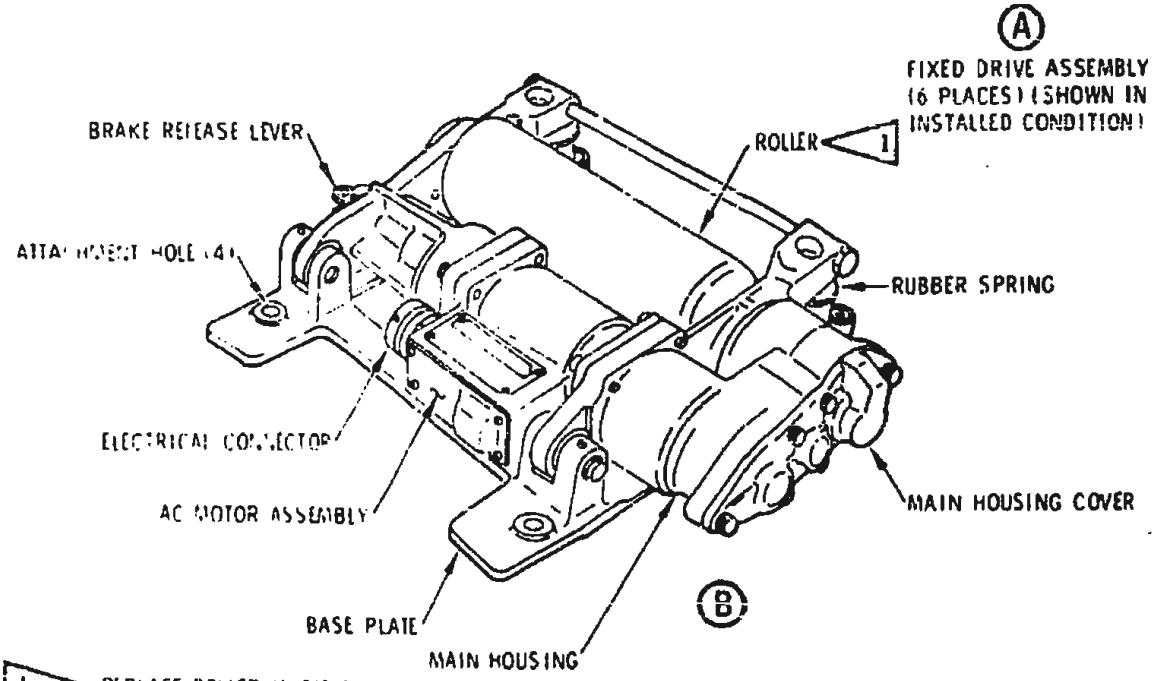
A. Description

On aircraft 001-019 without SB25-147,
the threshold guide/restraint (Ref. Fig. 9) is an electromechanically actuated mechanism installed at the door sill of the compartment. Containers are guided by the threshold guides when moving laterally through the door. Containers are held in position by the side restraint when stowed in the door area. The threshold guide/restraints can be lowered or raised electrically by the THRESHOLD switch on the pendant control or manually by operating the hand lever attached to the center threshold guide/restraint. Manually, the restraints will be locked in the full down position by engaging the plunger on the



NOTE

LEFT SIDE SHOWN - RIGHT SIDE OPPOSITE



1 REPLACE ROLLER IN FIELD WHEN DIA. IS LESS THAN 2.19" OVER 50% OR MORE OF THE WORKING SURFACE.

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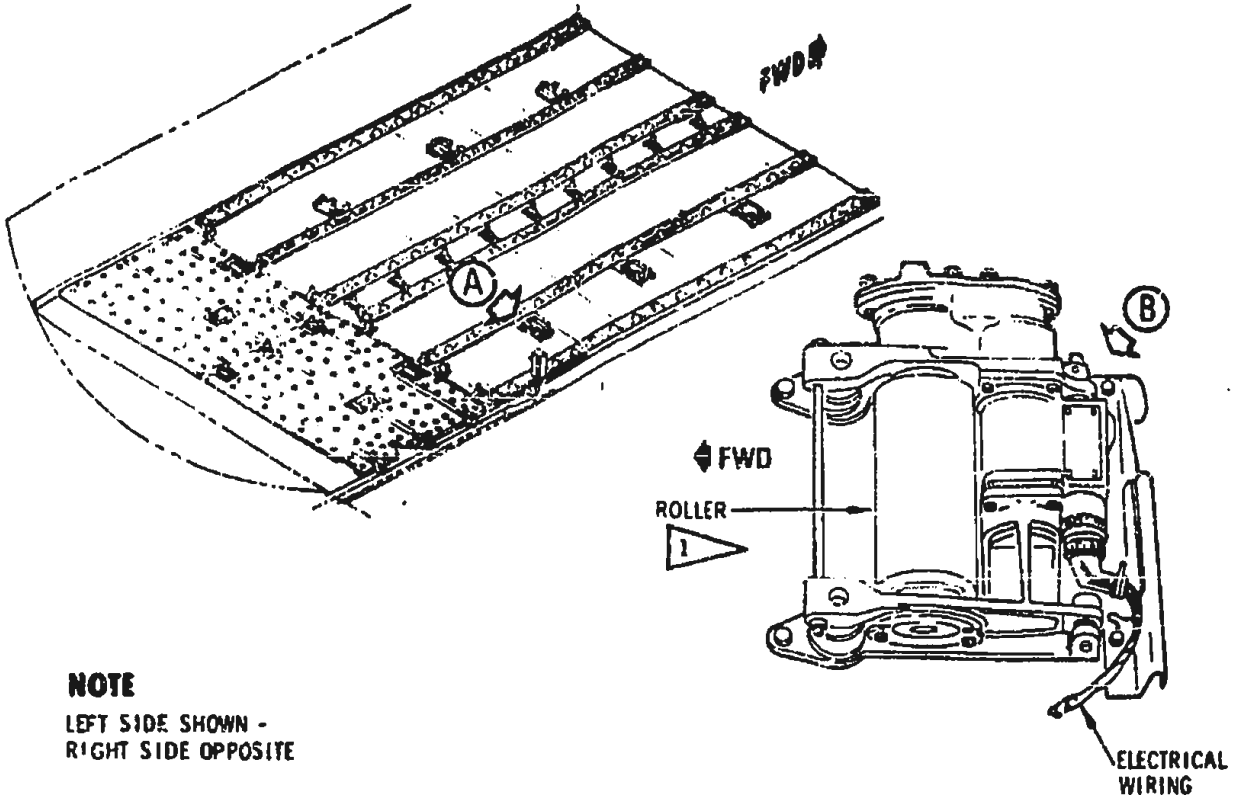
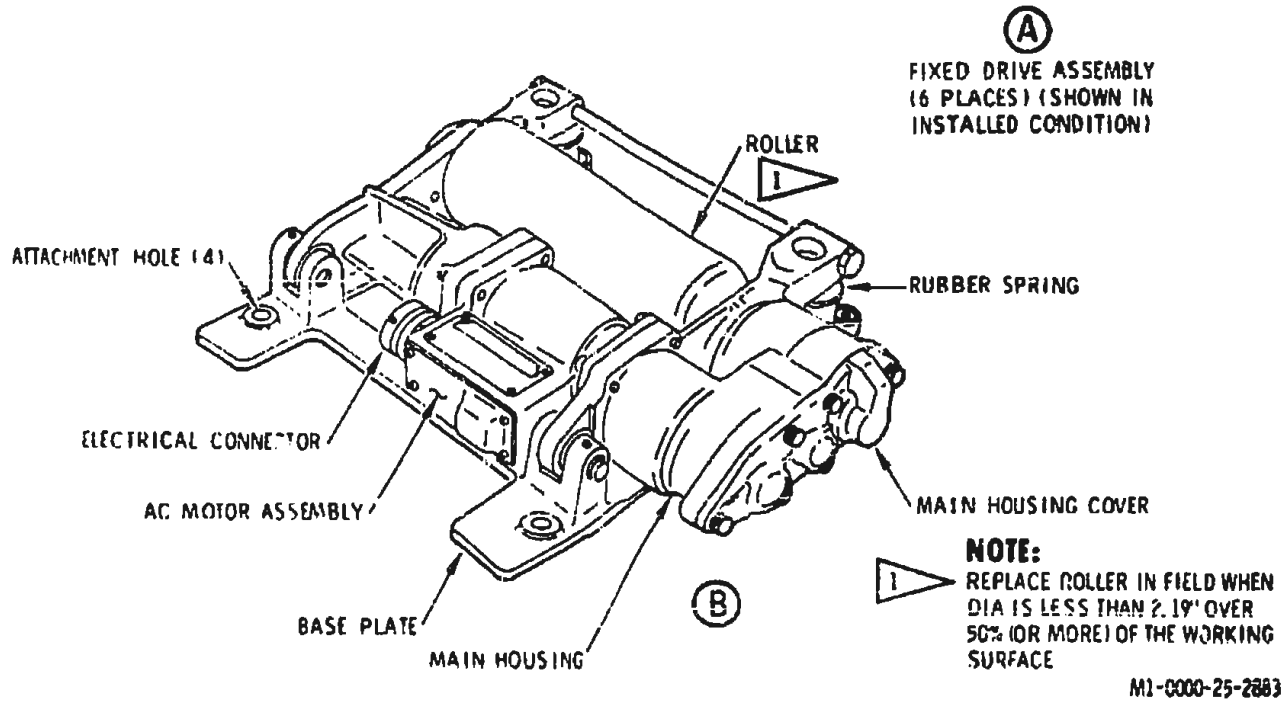
C
C

Fixed-drive Assembly
Figure 8



NOTE
LEFT SIDE SHOWN -
RIGHT SIDE OPPOSITE



C Fixed-drive Assembly
C Figure 8

R EFFECTIVITY: 001-023 WITH SB25-168 AND 024-031
R
0018

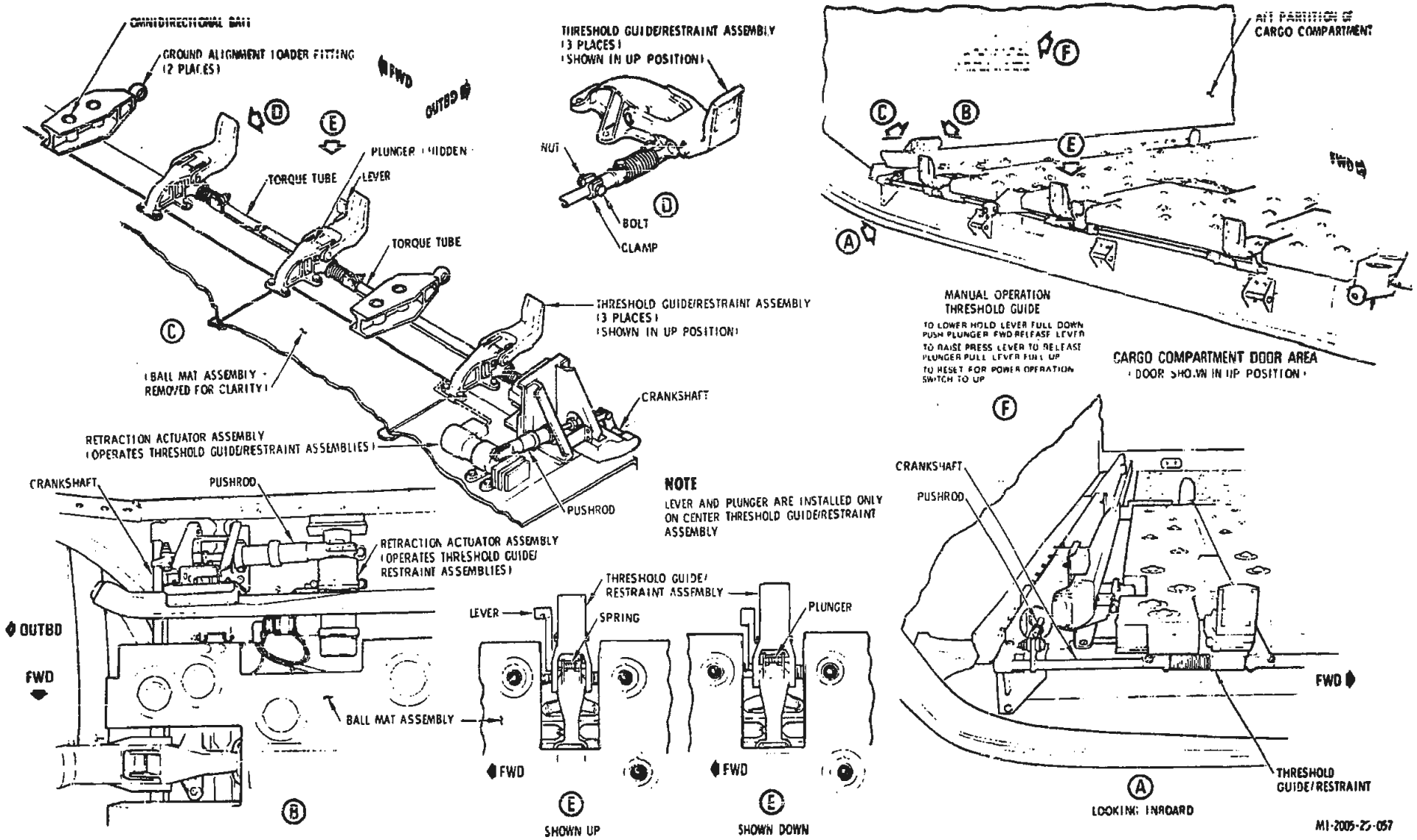
center threshold guide/restraint. Pushing downward on the hand lever will disengage the plunger and allow the threshold guide/restraints to be raised to the full up position. A telescoping type push rod, installed between the threshold guide/restraint actuator and the restraint operating mechanism, will allow manual operation of the threshold guide/restraints.

On aircraft 001-019 with SB25-147, and 020-999, the threshold guide/restraint (Ref. Fig. 9) is an electromechanically actuated mechanism installed at the door sill of the compartment. Containers are guided by the threshold guides when moving laterally through the door. Containers are held in position by the side restraint when stowed in the door area. The threshold guide/restraint assembly consists of three threshold guides, two torque shafts, five universal joints, one drive mount assembly containing bracket, crankshaft, pinion and roller, one push rod, one rotary actuator, and one threshold control box. Each threshold guide is connected to the adjoining guide via the torque shafts and universal joints, except the aft guide which connects via a universal joint to the drive mount assembly crankshaft. The drive mount assembly consists of a bracket on which a pinion is mounted which drives the crankshaft to raise and lower the threshold guides electrically. The push rod is spring-loaded at both ends. A rack at one end engages the pinion on the drive mount assembly bracket and the lateral movement of the push rod at this end is restrained by the roller. The actuator end of the push rod is connected to the actuator arm by a clevis and pin arrangement. The actuator provides the driving force to move the threshold guides up and down; the direction of drive is determined by the threshold control box which serves as a memory circuit to cause the actuator to rotate in the correct direction. The rack is held in contact with the pinion by a roller mounted in the drive mount assembly. The roller shaft is a pip pin handle which can be removed quickly and easily to free the rack and pinion in the event of misalignment or other problems that could cause the mechanism to jam or become inoperative. With the roller removed, the threshold guides can be manually operated.

On aircraft 001-031 with SB25-272, and 032-999, each threshold guide/restraint assembly is provided with a ground spring bolted at the base of the restraint fitting. The spring permits grounding of the cargo container thus preventing electric shock from being transmitted to the personnel from the containers (Ref. Fig. 2 (Sheet 3).

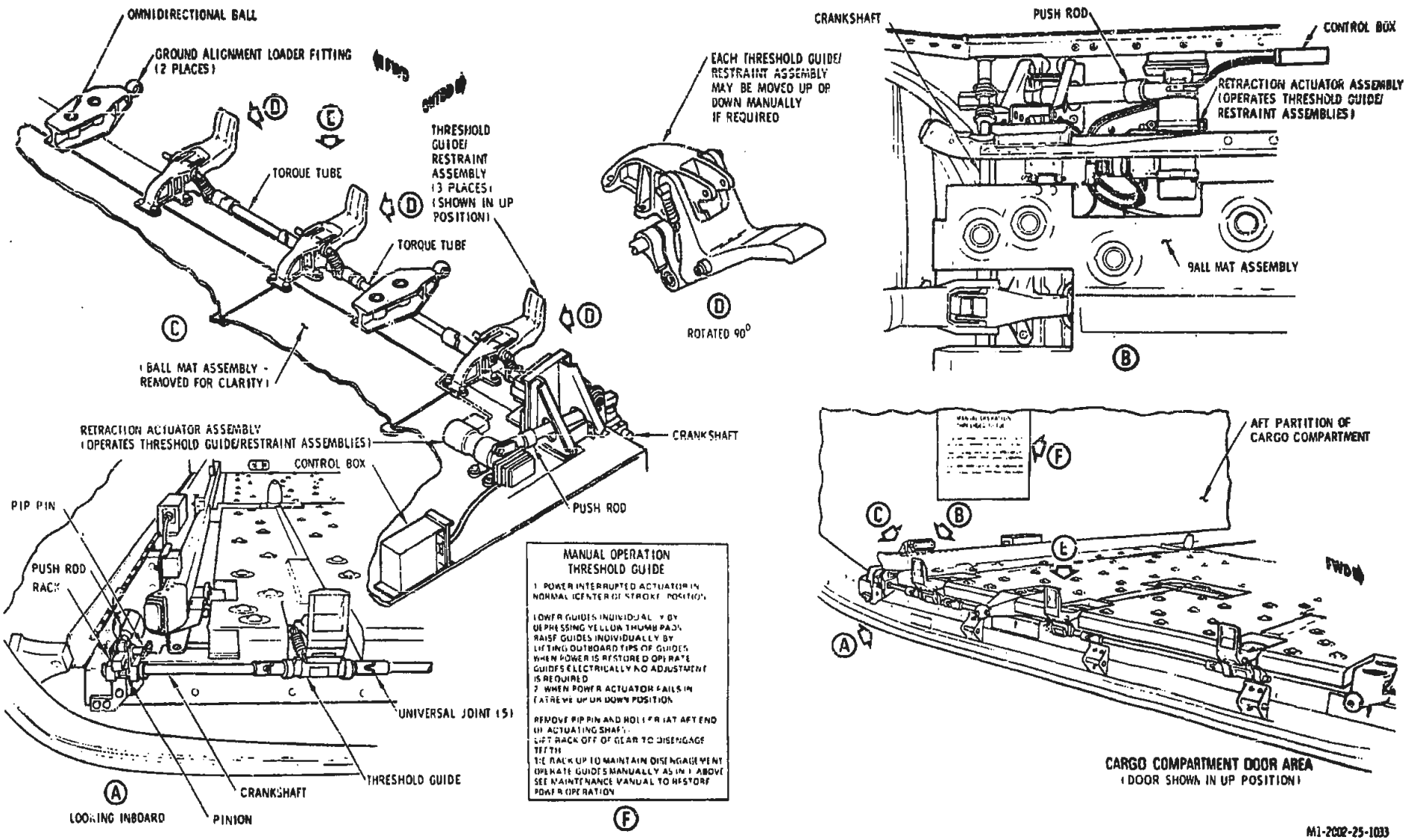
10. Relay Control Box Assembly

A. Description



Threshold Guide/Restraint Assembly
Figure 9

R EFFECTIVITY: 001-019 WITHOUT SB 25-147
R
001B


OMNIDIRECTIONAL BALL
GROUND ALIGNMENT LOADER FITTING (2 PLACES)
FWD
AFT
THRESHOLD GUIDE/ RESTRAINT ASSEMBLY (3 PLACES) (SHOWN IN UP POSITION)
TORQUE TUBE
TORQUE TUBE
BALL MAT ASSEMBLY - REMOVED FOR CLARITY)
RETRACTION ACTUATOR ASSEMBLY (OPERATES THRESHOLD GUIDE/RESTRAINT ASSEMBLIES)
CRANKSHAFT
CONTROL BOX
PUSH ROD
PIP PIN
PUSH ROD RACK
UNIVERSAL JOINT (5)
THRESHOLD GUIDE
CRANKSHAFT
PINION
LOOKING INBOARD
EACH THRESHOLD GUIDE/ RESTRAINT ASSEMBLY MAY BE MOVED UP OR DOWN MANUALLY IF REQUIRED
ROTATED 90°
MANUAL OPERATION THRESHOLD GUIDE
1 POWER INTERRUPTED ACTUATOR IN NORMAL (CENTER OF STROKE) POSITION
LOWER GUIDES INDIVIDUALLY BY DEPRESSING YELLOW THUMB PADS
RAISE GUIDES INDIVIDUALLY BY LIFTING OUTBOARD TIPS OF GUIDES
WHEN POWER IS RESTORED OPERATE GUIDES ELECTRICALLY NO ADJUSTMENT IS REQUIRED
2 WHEN POWER ACTUATOR FAILS IN EXTREME UP OR DOWN POSITION
REMOVE PIP PIN AND ROLL PIN AT AFT END OF ACTUATING SHAFT
LIFT RACK OFF OF GEAR TO DISENGAGE TEETH
TIE RACK UP TO MAINTAIN DISENGAGEMENT
OPERATE GUIDES MANUALLY AS IN 1 ABOVE
SEE MAINTENANCE MANUAL TO RESTORE POWER OPERATION
CRANKSHAFT
PUSH ROD
CONTROL BOX
RETRACTION ACTUATOR ASSEMBLY (OPERATES THRESHOLD GUIDE/ RESTRAINT ASSEMBLIES)
BALL MAT ASSEMBLY
AFT PARTITION OF CARGO COMPARTMENT
FWD
CARGO COMPARTMENT DOOR AREA
(DOOR SHOWN IN UP POSITION)
M1-2002-25-1033

Threshold Guide/Restraint Assembly
Figure 9

R EFFECTIVITY: 001-019 WITH SB25-147, AND 020-999
R
001B

The relay control box (Ref. Fig. 10) contains loading circuit relays and switches for the drive motors and actuators. The box is mounted at the forward end of the threshold.

11. On aircraft 001-031,
Transverse Guide/Stop Assembly

A. Description

The transverse guide/stop (Ref. Fig. 11 and 12) is an electromechanically actuated mechanism consisting of six individual roller guide assemblies. The roller guides are located forward of the two ball mats. Containers are guided off and on the ball mats (transfer area) by the assemblies. Half-width containers are longitudinally restrained by the assemblies when stowed. The assemblies are linked by torque tubes and cables. A single retraction actuator operates the assemblies. Two of the six transverse guide/stop assemblies do not contain return springs.

11. On aircraft 032-999,
Transverse Guide Rail Assembly

A. Description

A transverse guide rail (Ref. Fig. 11) is installed forward of the ball mats in the forward and center cargo compartments at F.S. 635 and 1557. Transverse guide rail provides guidance for containers being loaded or unloaded from cargo compartment. Transverse guide rail can be raised or lowered electrically by an actuator. Transverse guide rail can be lowered manually by exerting a downward and forward pressure against the rail.

B. Manual Operation

WARNING: VERIFY ACTUATOR IS NOT ELECTRICALLY ENERGIZED BEFORE STARTING MANUAL OPERATION. ACTUATION OF ACTUATOR MOTOR DURING MANUAL OPERATION FORCES ACTUATOR SPRING ASSEMBLY ARM UPWARD RAPIDLY, WITH SUBSTANTIAL FORCE.

(1) On cargo loader relay box, open and tag circuit breaker switch GUIDES - FWD RAIL.

(2) Remove pin connecting actuator spring assembly arm to transverse guide rail.

(3) Lift actuator spring assembly arm away from guide rail.

(4) Verify locking pawl assembly is released (pawl turned away from guide rail).

(5) Raise or lower guide rail to desired position.

(6) Rotate locking pawl assembly to lock guide rail in position.

12. Longitudinal Guide/Stop Assembly

A. Description

Nine longitudinal guide/stops (Ref. Fig. 13) are mounted forward of the ball mats on the compartment centerline. Each stop is spring-loaded to a vertical position. Separation of each row of half-width containers is maintained by the stops. Lateral restraint for the containers in a stowed position is provided by the stops. The spring loaded stops deflect either forward or aft when a full-width container is loaded or unloaded.

13. Center Entry Guide/Stop Assembly

A. Description

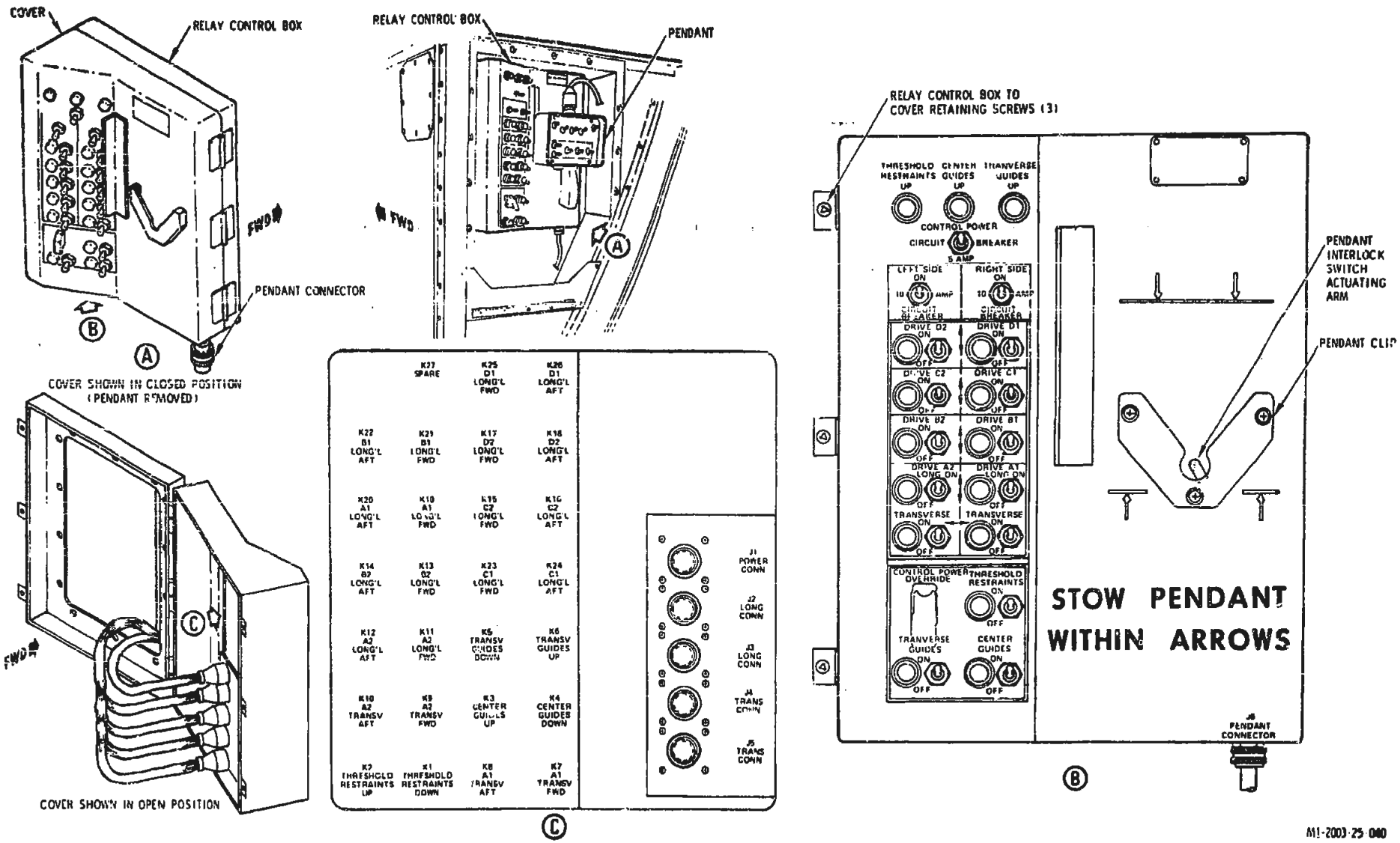
The center entry guide/stop (Ref. Fig. 14), is an electromechanically actuated mechanism consisting of three roller guide assemblies. The roller guides are located longitudinally between the two ball mats. The assemblies are linked by cables.

A single retraction actuator operates the assemblies. Half-width containers are restrained and separated by the assemblies in a transverse direction when stowed.

14. Retraction Actuator Assembly

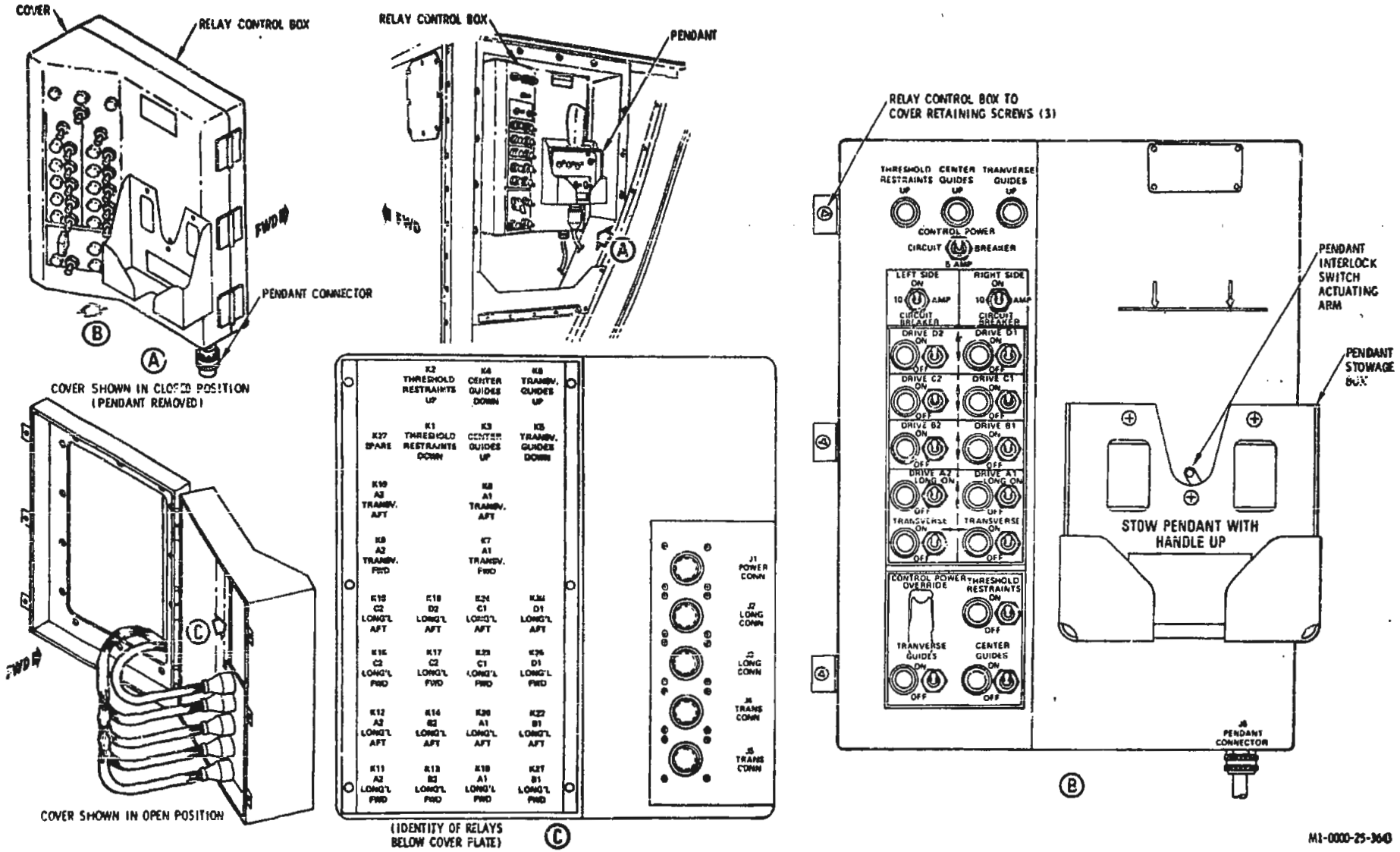
A. Description

The retraction actuator (Ref. Fig. 15) is an electromechanical unit. An actuator is installed at the aft outboard end of the right ball mat to operate the threshold guide/restraints. An actuator is installed between the ball mats (aft end) to operate the entry center guide/stops. An actuator is installed at the leading outboard edge of the left ball mat to operate the transverse guide/stops. Each actuator lowers or raises the respective guides when loading or unloading containers.



Relay Control Box Assembly
Figure 10

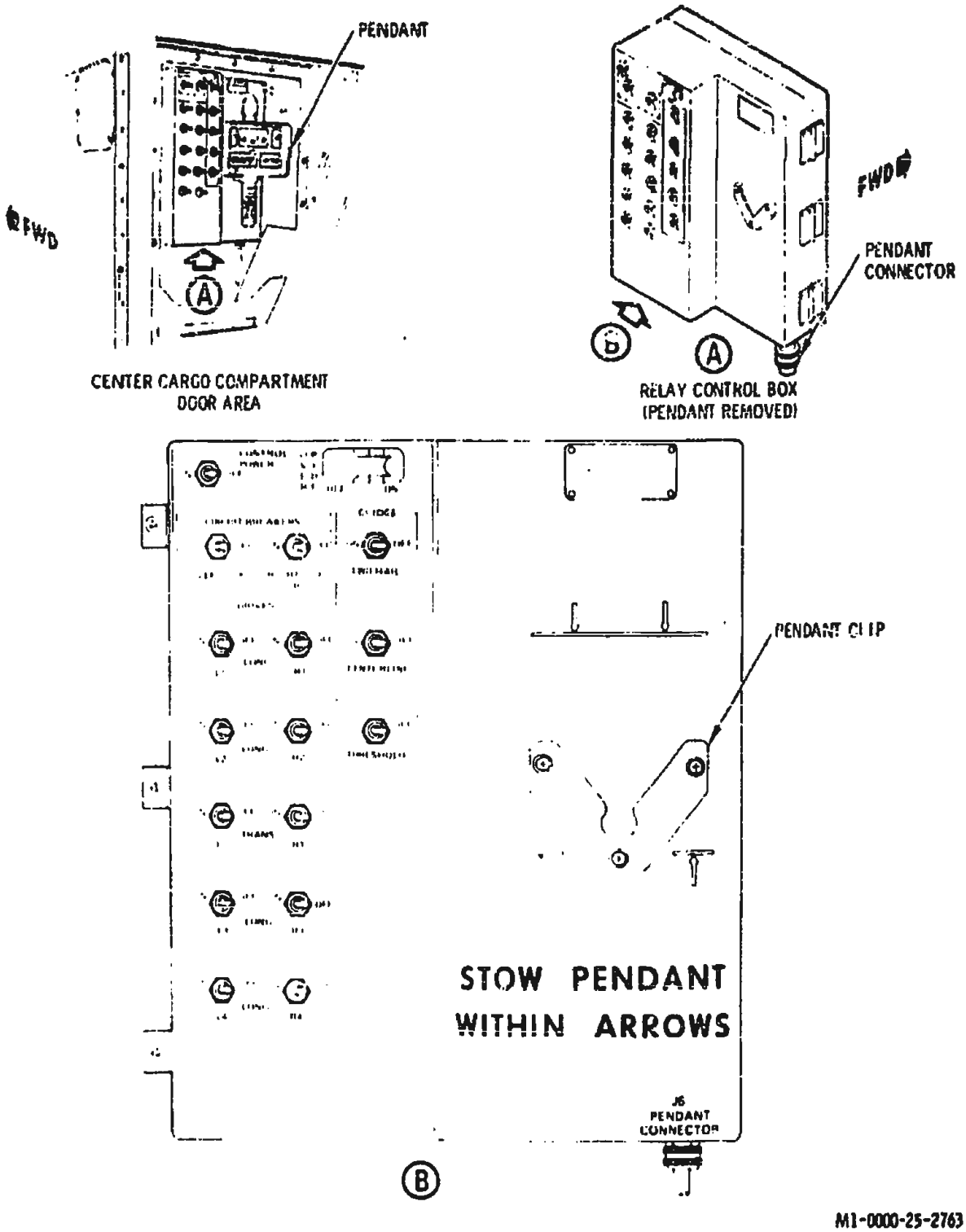
R EFFECTIVITY: 001-031 WITHOUT SB25-228 AND
R WITHOUT SB25-445
001B



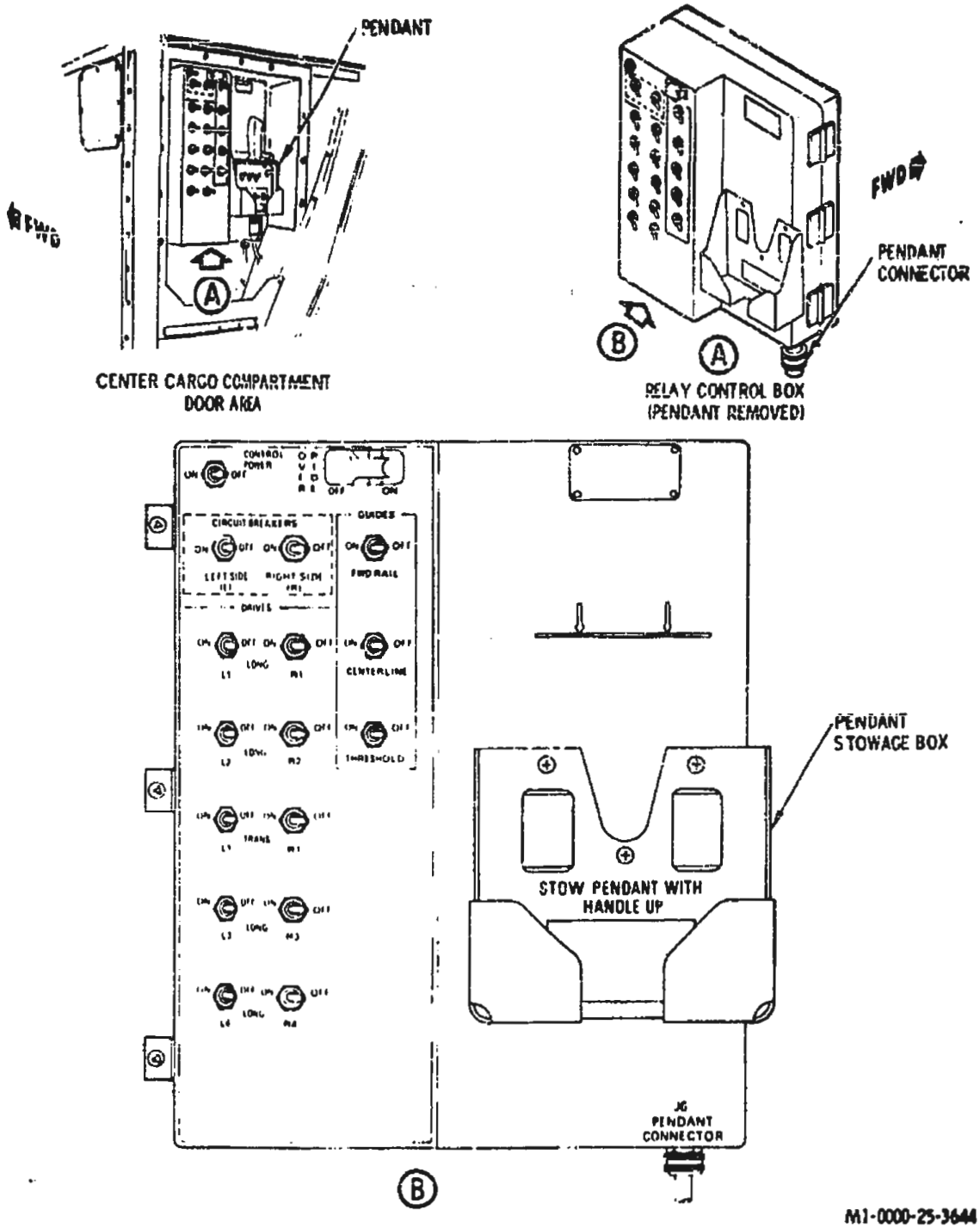
Relay Control Box Assembly
Figure 10

EFFECTIVITY: 001-031 WITH SB25-228 AND WITH SB25-445

001B



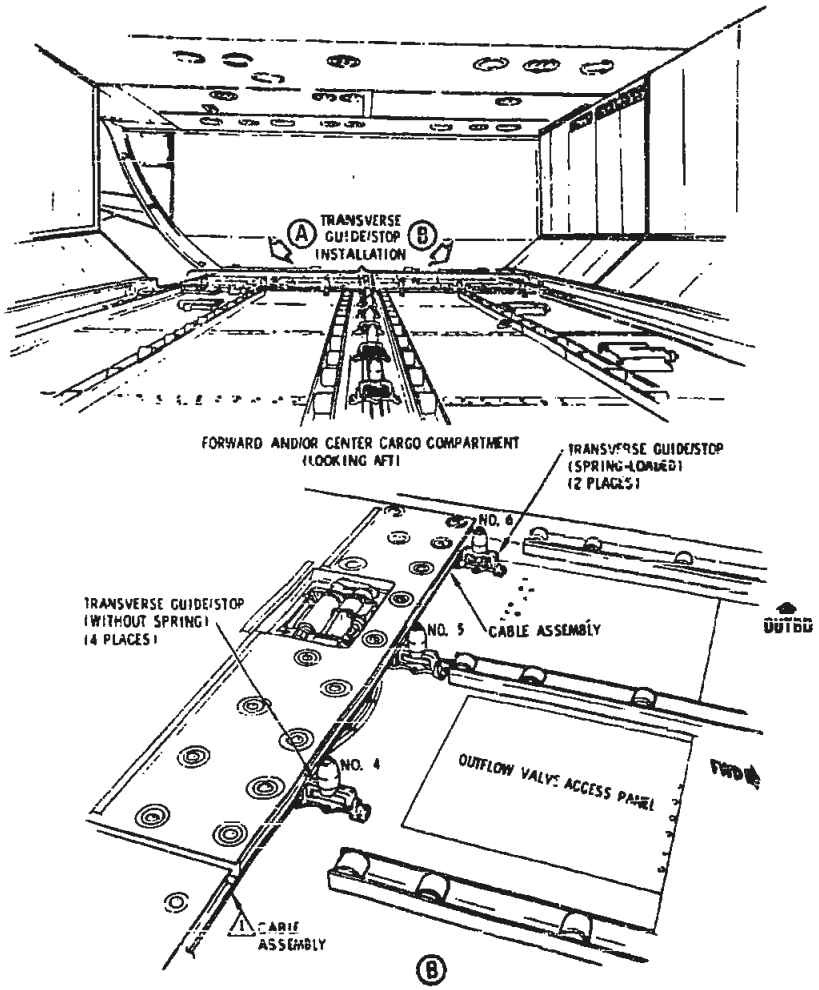
Relay Control Box Assembly
Figure 10

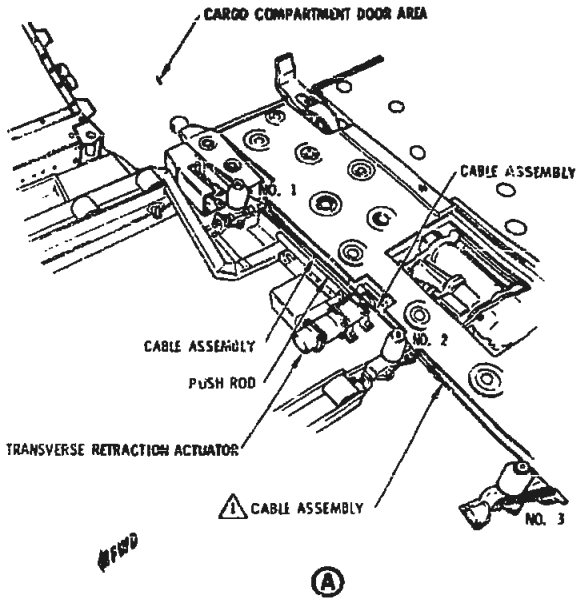


R Relay Control Box Assembly
R Figure 10

R EFFECTIVITY: 032-999 WITH SB25-445

001B





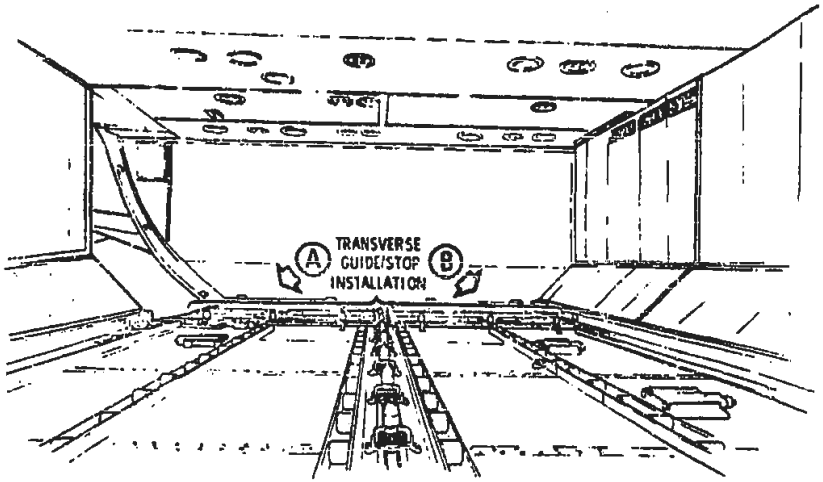
1 THESE CABLES ARE CONNECTED TOGETHER BETWEEN A AND B

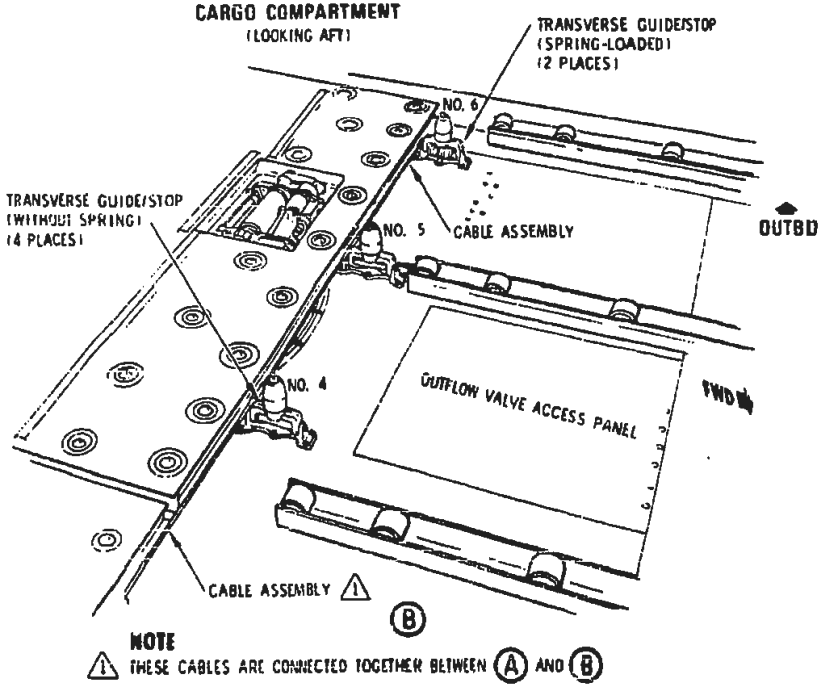
NOTE

TRANSVERSE GUIDE/STOP INSTALLATION TYPICAL FOR FORWARD (C1) (ZONE 120) AND CENTER (C2) (ZONE 150) CARGO COMPARTMENTS. TRANSVERSE GUIDE/STOPS NO. 3 AND NO. 6 CONTAIN A SPRING TO ASSIST IN POSITIONING ALL TRANSVERSE GUIDE/STOPS TO THE UP POSITION

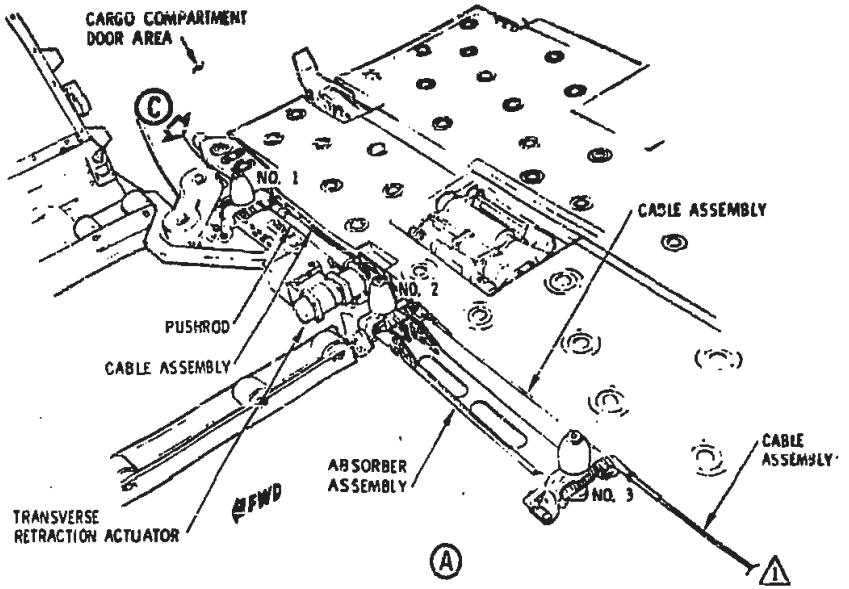
M1-5000-25-965

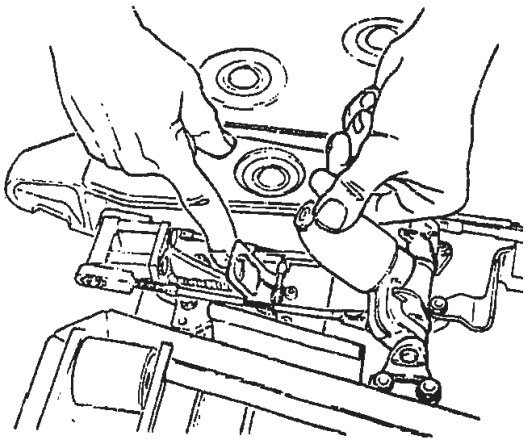
Transverse Guide/Stop Assembly
Figure 11





NOTE
1 THESE CABLES ARE CONNECTED TOGETHER BETWEEN A AND B



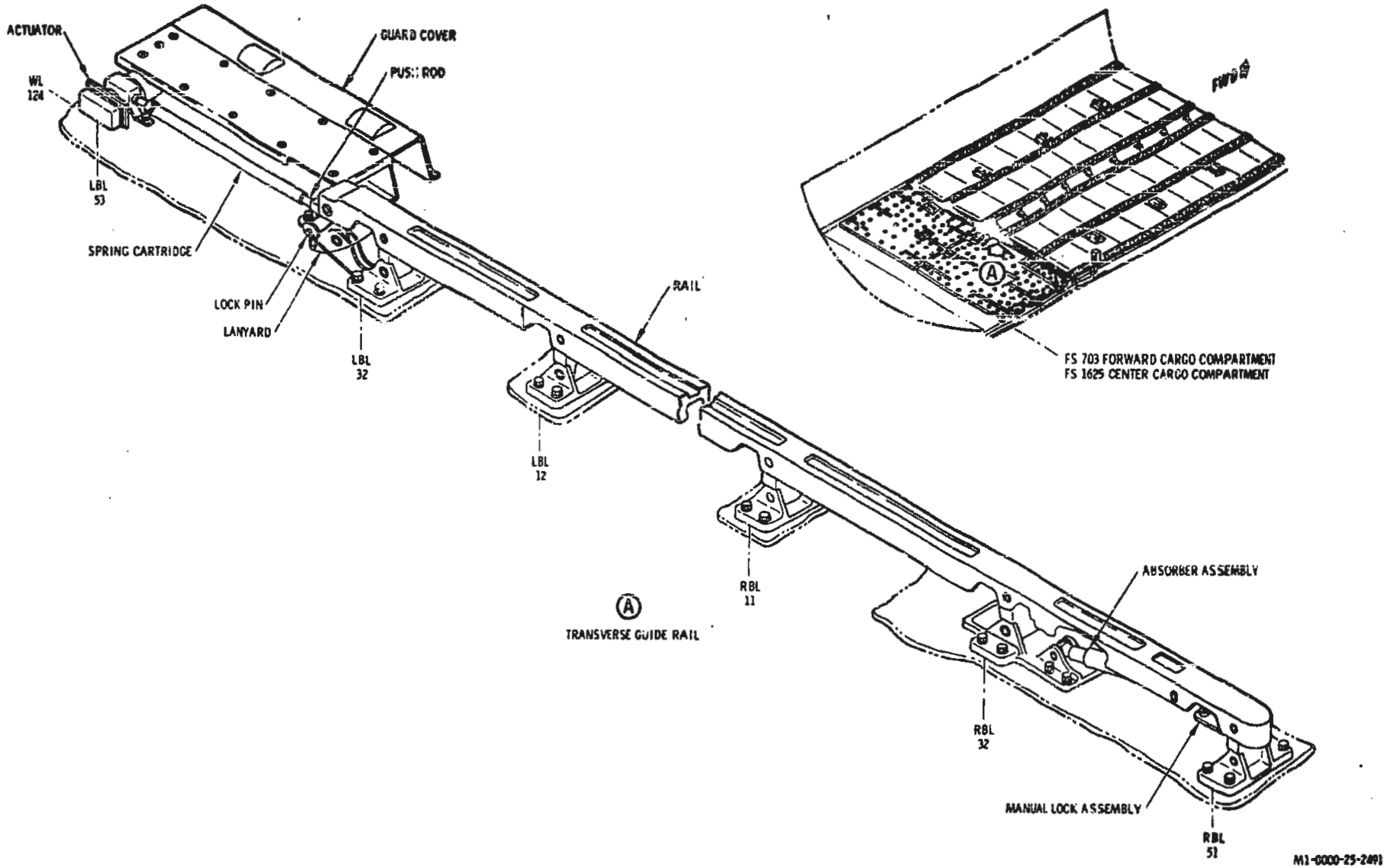


C
MANUAL LATCHING OF GUIDE/STOP

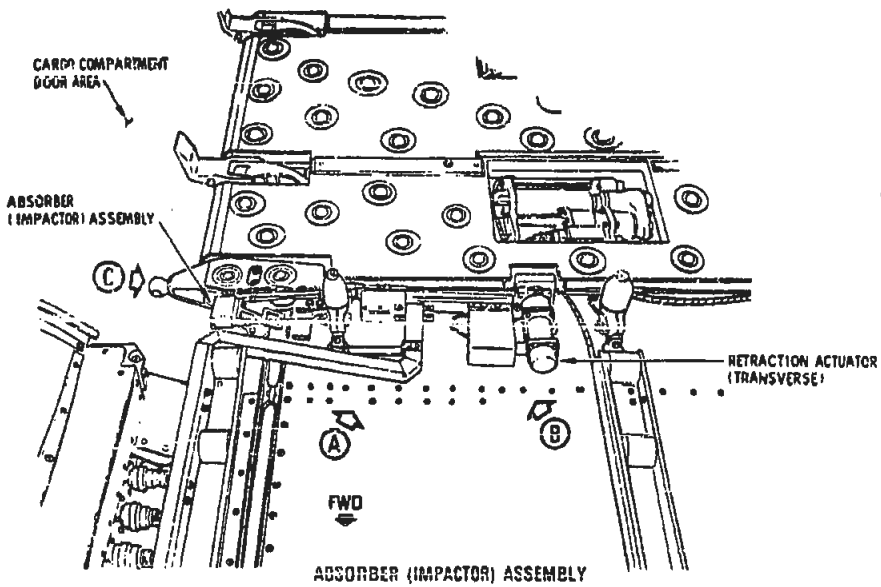
NOTE
TRANSVERSE GUIDE/STOPS NO. 3 AND NO. 6 CONTAIN A SPRING TO ASSIST IN POSITIONING ALL TRANSVERSE GUIDE/STOPS TO THE UP POSITION

M1-2002-25-005

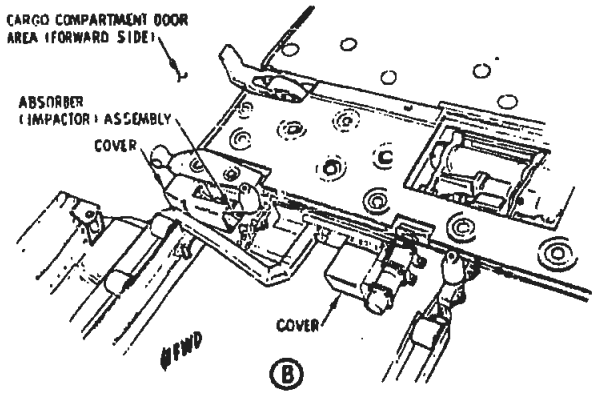
Transverse Guide/Stop Assembly
Figure 11

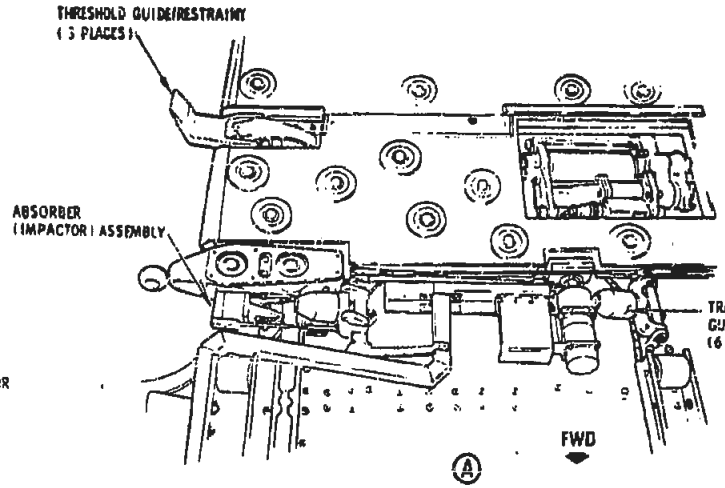


Transverse Guide Rail
Figure 11



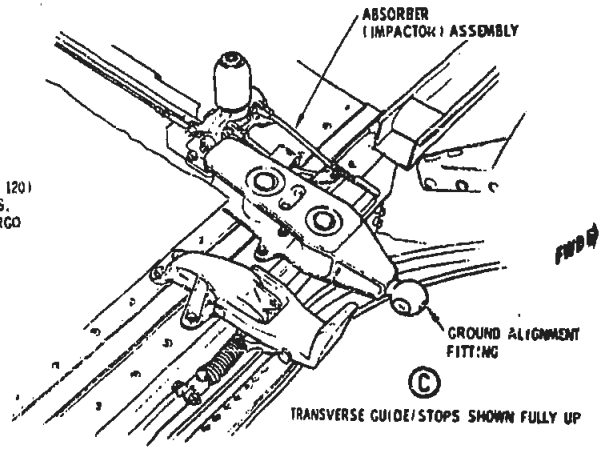
ABSORBER (IMPACTOR) ASSEMBLY





TRANSVERSE GUIDE/STOPS SHOWN FULLY DOWN

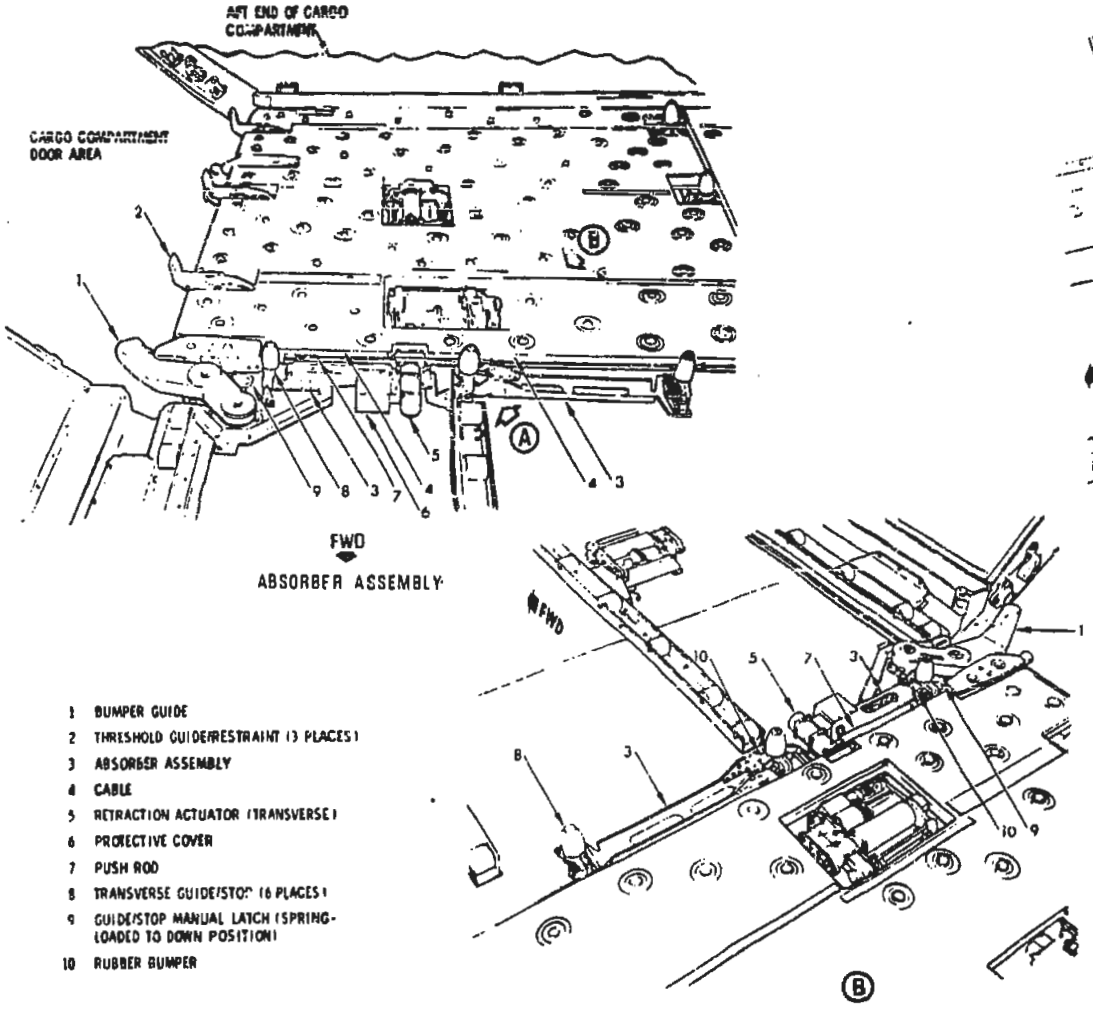
NOTE
THIS FIGURE IS TYPICAL FOR FORWARD (ZONE 120) AND CENTER (ZONE 150) CARGO COMPARTMENTS. ALL VIEWS SHOWN ARE ON RIGHT SIDE OF CARGO COMPARTMENT IN DOOR AREA.



TRANSVERSE GUIDE/STOPS SHOWN FULLY UP

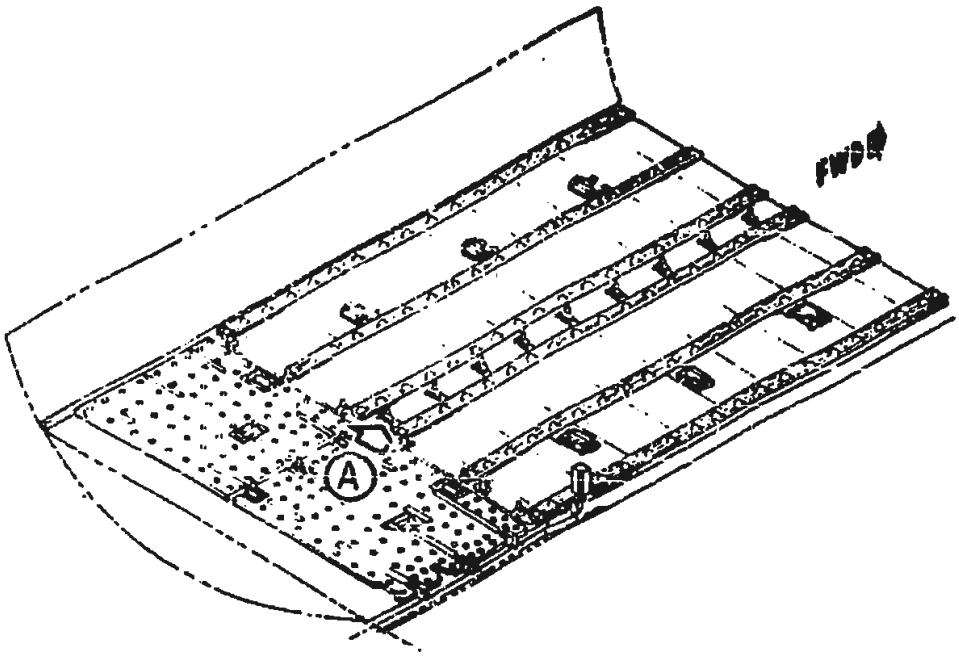
MI-5000-25-007

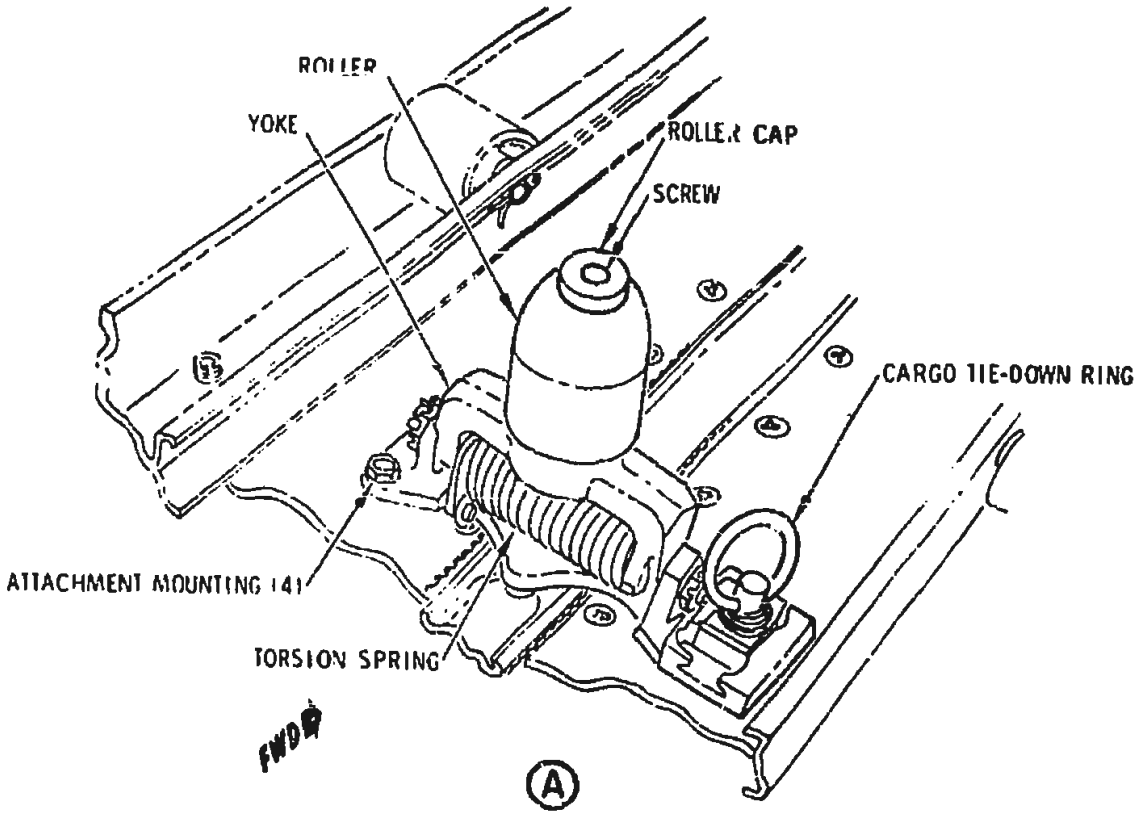
Absorber Assembly
Figure 12


AFT END OF CARGO COMPARTMENT
CARGO COMPARTMENT DOOR AREA
FWD
ABSORBER ASSEMBLY
1 BUMPER GUIDE
2 THRESHOLD GUIDE/RESTRAINT (3 PLACES)
3 ABSORBER ASSEMBLY
4 CABLE
5 RETRACTION ACTUATOR (TRANSVERSE)
6 PROTECTIVE COVER
7 PUSH ROD
8 TRANSVERSE GUIDE/STOP (6 PLACES)
9 GUIDE/STOP MANUAL LATCH (SPRING-LOADED TO DOWN POSITION)
10 RUBBER BUMPER
CARGO COMPARTMENT DOOR AREA (FORWARD SIDE)
FWD
NOTE
THIS FIGURE IS TYPICAL FOR FORWARD (ZONE 120) AND CENTER (ZONE 150) CARGO COMPARTMENTS. ALL VIEWS SHOWN ARE ON RIGHT SIDE OF CARGO COMPARTMENT IN DOOR AREA.
MI-2001-25-713

Absorber Assembly
Figure 12

R EFFECTIVITY: 001-006 WITH SB25-102
R AND 007-031
001B





LONGITUDINAL GUIDE/STOP ASSEMBLY
(CAN BE DEFLECTED IN A FORWARD OR AFT DIRECTION)
(TYPICAL 9 PLACES)

M1-2002-25-046

Longitudinal Guide/Stop Assembly
Figure 13

15. Side-mounted Roller Guide

A. Description

Floor level, side-mounted roller guides (Ref. Fig. 16) are attached to the fuselage frames on each outboard side of the cargo compartment. The guides are fixed in position. The containers are guided longitudinally by the guides. The guides act as side restraints when the containers are stowed. Guides opposite the compartment door are fitted with resilient shock pads to absorb impact loads.

16. Loader Fittings and End Stops

A. Description

On aircraft 001-031,
the loader fittings (Ref. Fig. 17) consist of a pair of fixed steel balls. The fittings are mounted below and external to the cargo compartment transfer area. The fittings align the loader with the compartment.

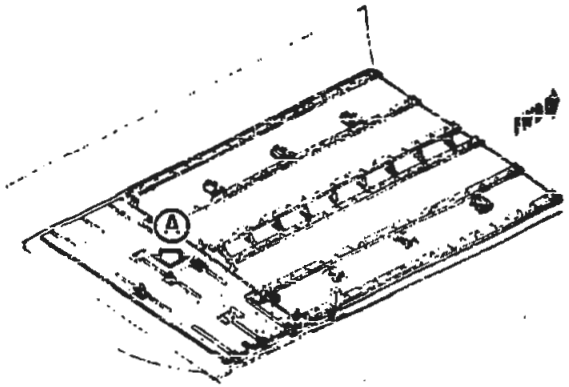
On aircraft 032-999,
ground loader alignment fittings are mounted below and external to the cargo compartment transfer area. These fittings provide attachment for the ground loader which aligns the loader container guides and levels the bridge enabling the containers to enter and leave the airplane in proper alignment. The fittings incorporate shear pins that will fail preventing damage to the floor structure. Shear pins are colored according to their location on the alignment fitting. Spare shear pins are stowed on the aft edge of the compartment door jam.

Four floor-level fixed-end stops are attached to the airframe structure at the forward end of each compartment. Shock pads cover the end stops.

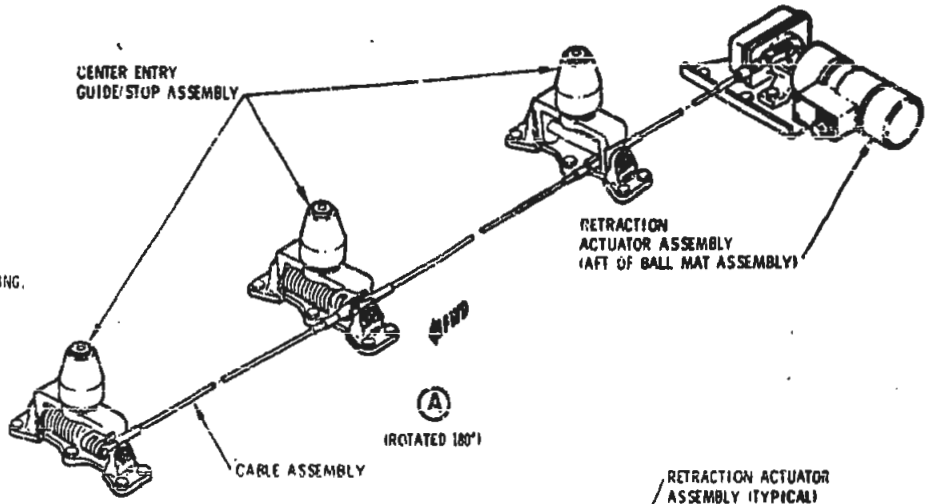
17. Manual Guide/Stop

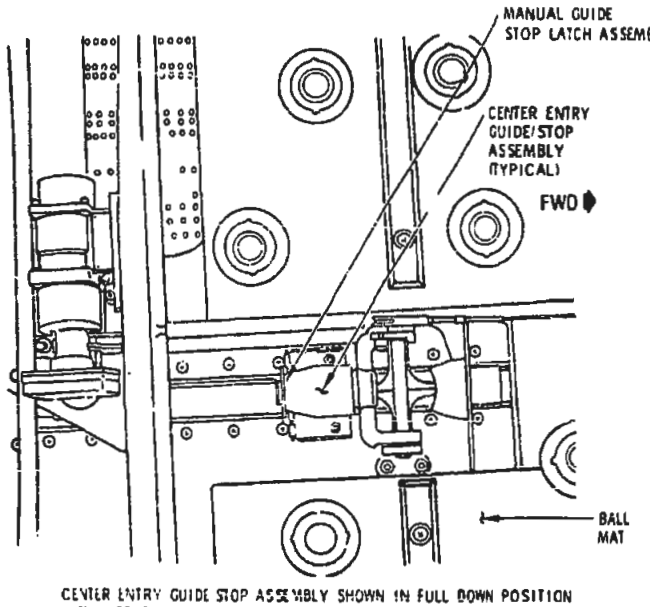
A. Description

A manual guide/stop (Ref. Fig. 18) is installed at the aft end of the longitudinal guide/stop assemblies in the forward and center cargo compartments. A half-width container may be inadvertently angled to the left or right sides of the compartment when the container is moved forward from the ball mats. The manual guide/stop will stop the container if this condition exists. It can be extended or retracted manually.

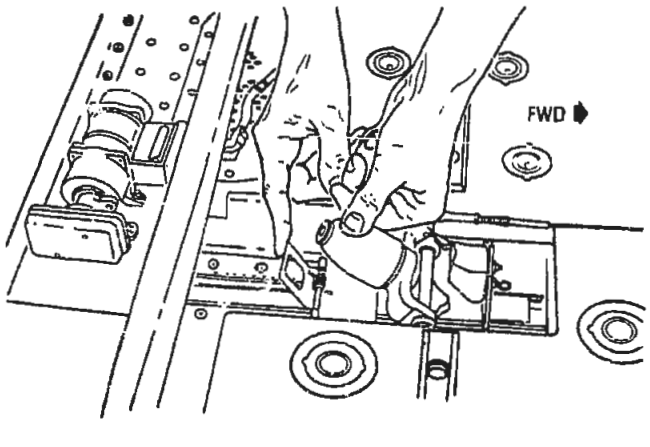


NOTE
AFT CENTER ENTRY GUIDE/STOP ASSEMBLIES DO NOT CONTAIN A SPRING.

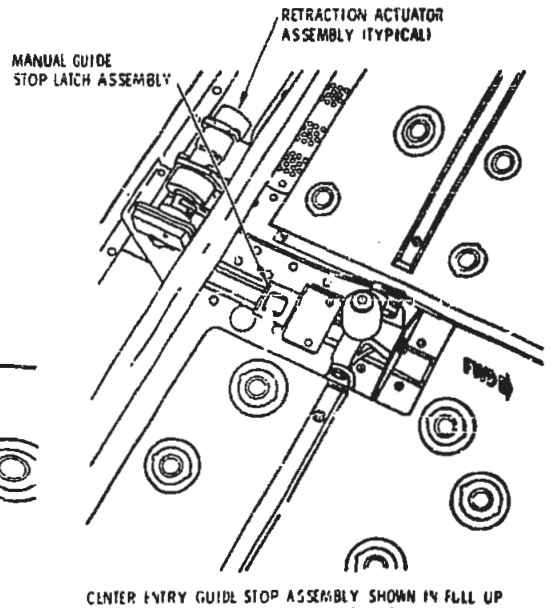




CENTER ENTRY GUIDE STOP ASSEMBLY SHOWN IN FULL DOWN POSITION (RETAINED BY MANUAL GUIDE STOP LATCH ASSEMBLY)



CENTER ENTRY GUIDE/STOP ASSEMBLY SHOWN IN PARTIALLY DOWN POSITION

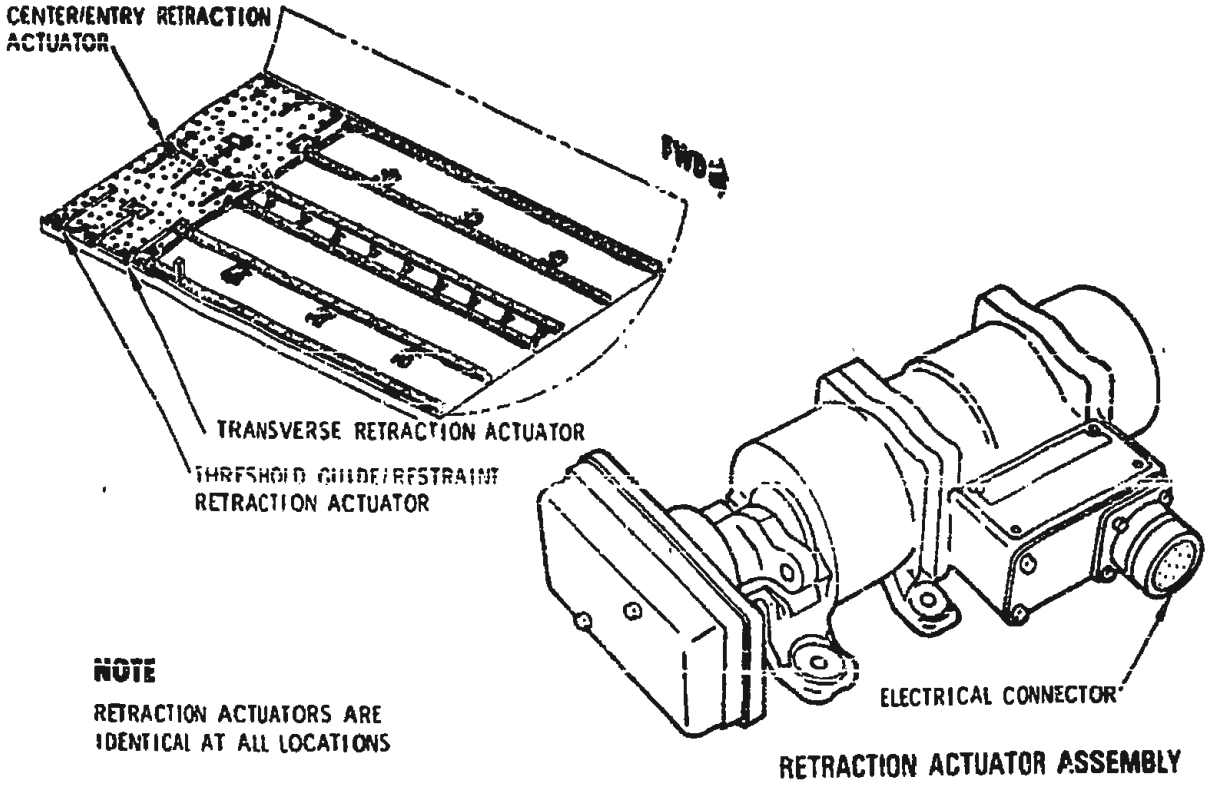


CENTER ENTRY GUIDE STOP ASSEMBLY SHOWN IN FULL UP POSITION (MANUAL GUIDE STOP LATCH ASSEMBLY IN FULL DOWN POSITION)

MI-2012-25-04R

Center Entry Guide/Stop Assembly
Figure 14

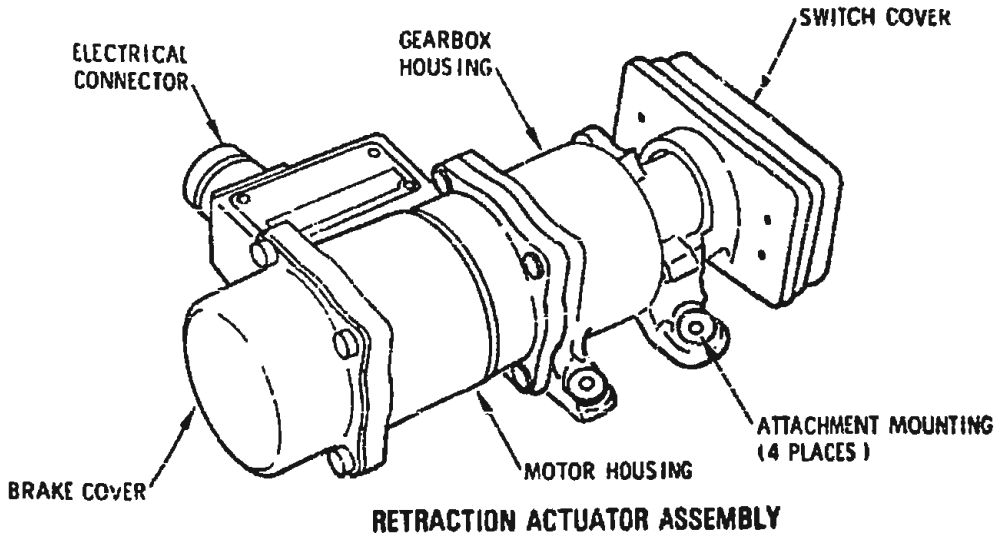
R EFFECTIVITY: ALL
R
0018



NOTE

RETRACTION ACTUATORS ARE IDENTICAL AT ALL LOCATIONS

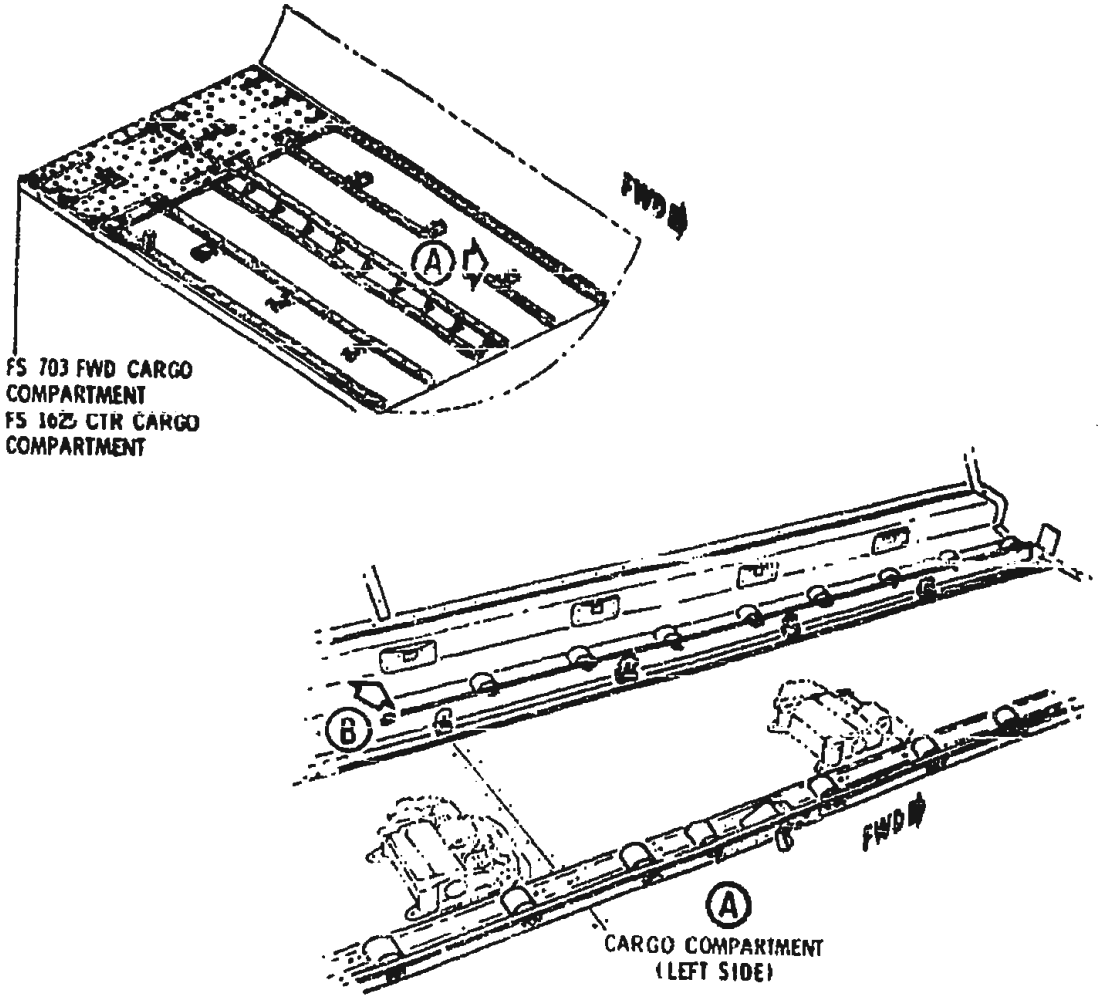
RETRACTION ACTUATOR ASSEMBLY



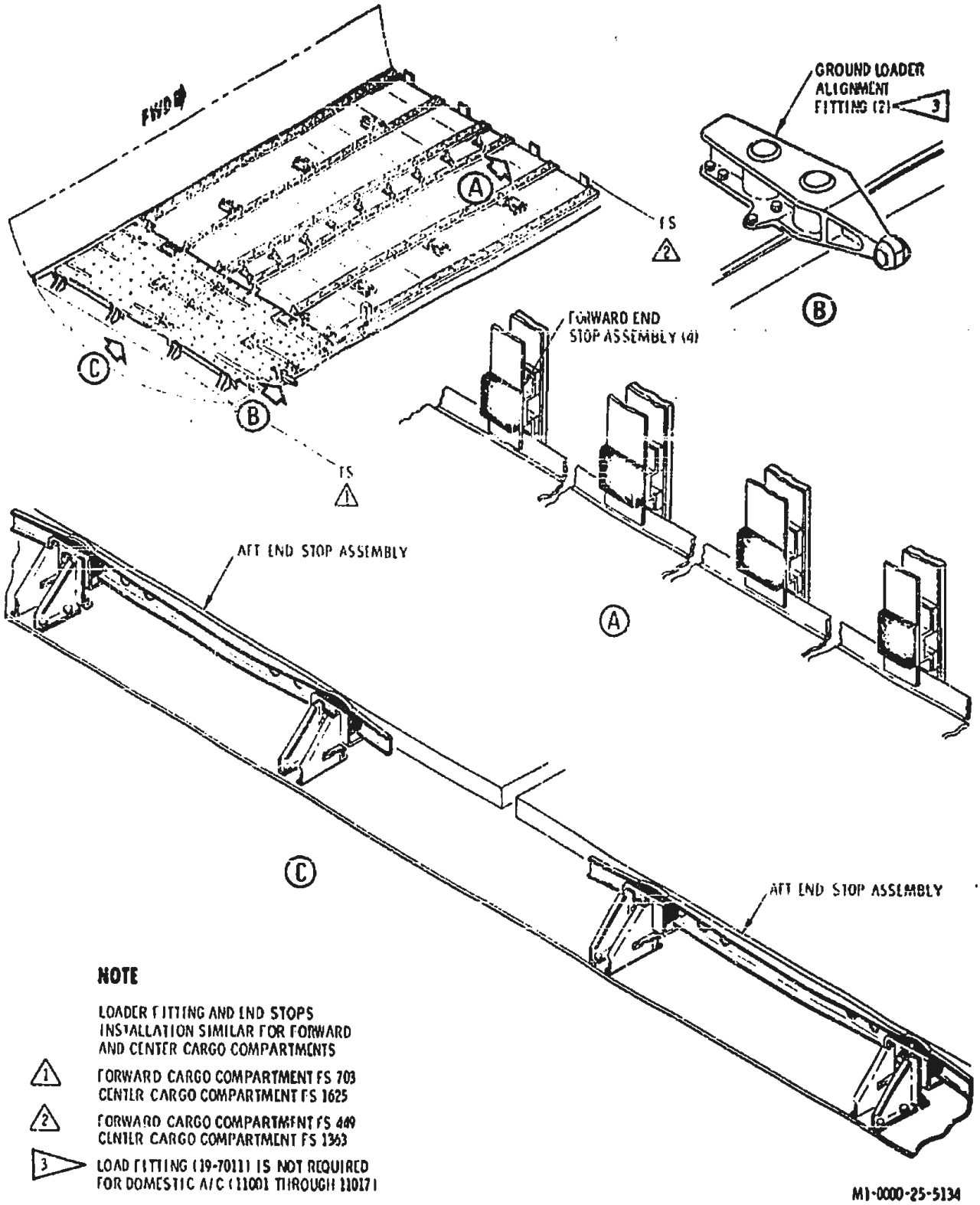
RETRACTION ACTUATOR ASSEMBLY

M1-2002-25-041

Retraction Actuator Assembly
Figure 15



Side-mounted Roller Guide
Figure 16



NOTE

LOADER FITTING AND END STOPS INSTALLATION SIMILAR FOR FORWARD AND CENTER CARGO COMPARTMENTS

1. FORWARD CARGO COMPARTMENT FS 703
   CENTER CARGO COMPARTMENT FS 1625
2. FORWARD CARGO COMPARTMENT FS 449
   CENTER CARGO COMPARTMENT FS 1363
3. LOAD FITTING (19-70111) IS NOT REQUIRED FOR DOMESTIC A/C (11001 THROUGH 11017)

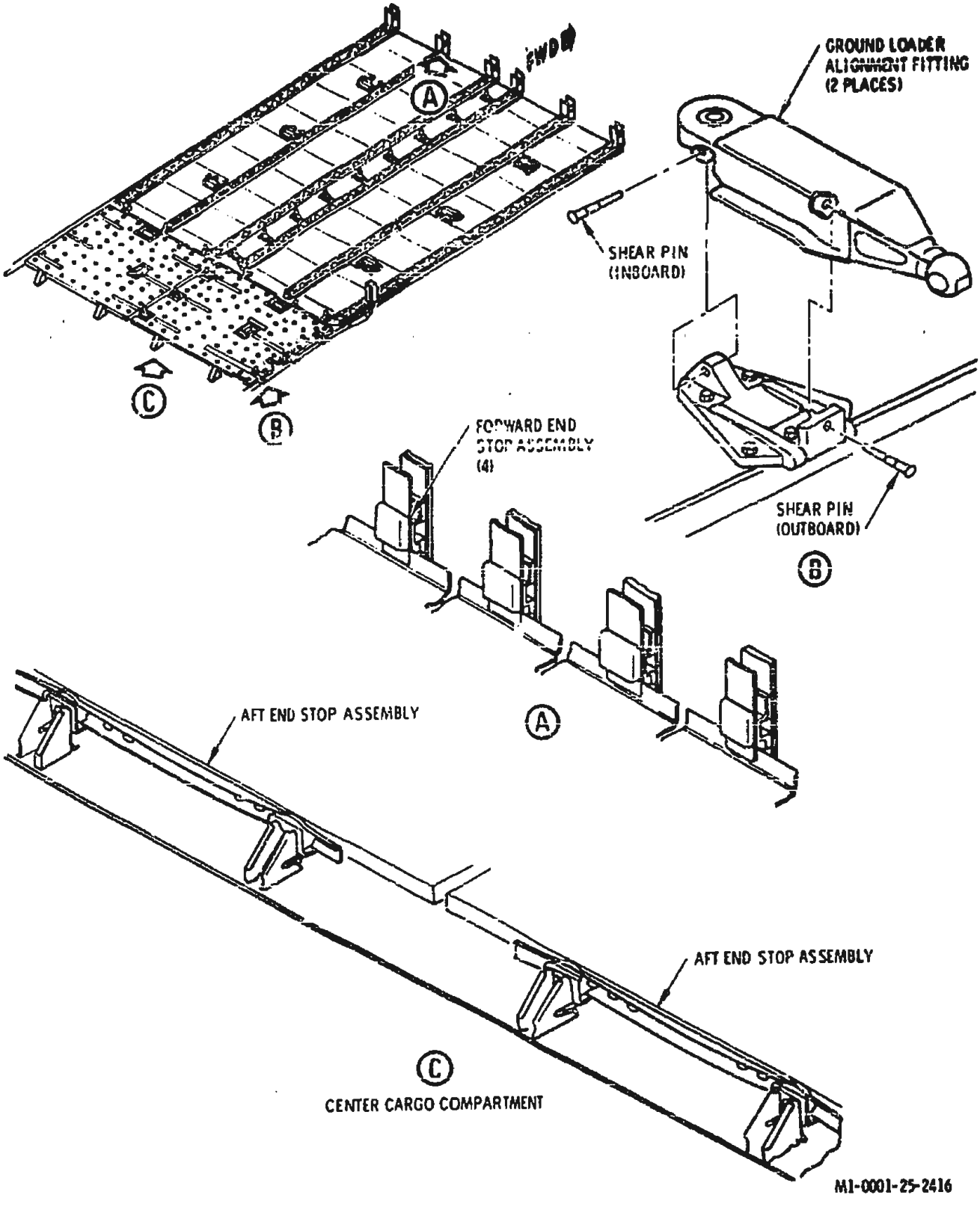
M1-0000-25-5134

CR
CR

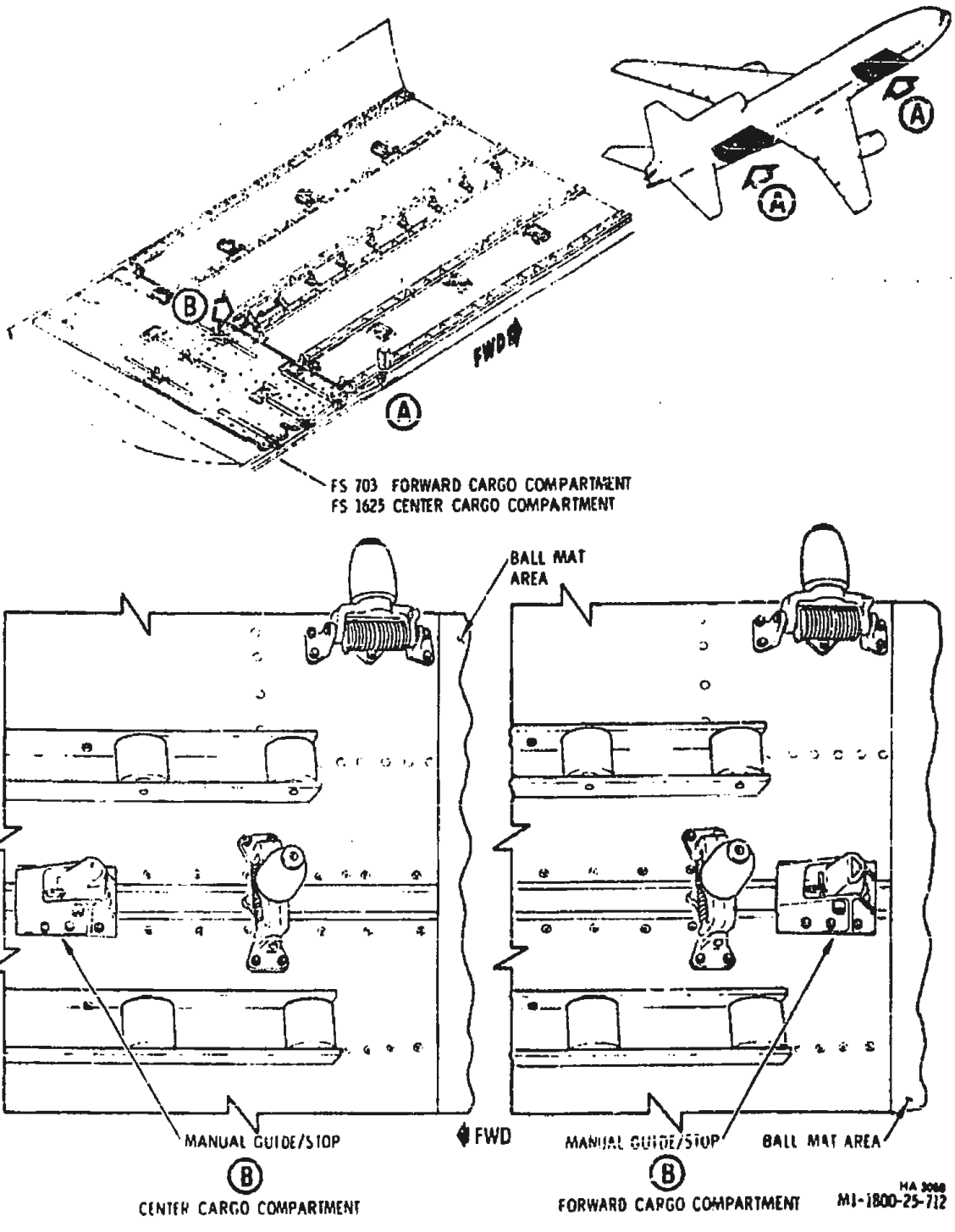
Loader Fittings and End Stops
Figure 17

EFFECTIVITY: 001-031

C01B



Loader Fittings and End Stops
Figure 17



Manual Guide/Stop
Figure 18

18. Center/Entry Guide Bumper Assembly

A. Description

The center/entry guide bumper assembly is installed immediately forward of the aft most center/entry guide/stop in the forward and center cargo compartments. The bumper assembly protects the center/entry guide/stop cable assembly, when the center/entry guides/stops return to the extended position.

19. Threshold Guide/Restraint Control Box Assembly (Aircraft 001-019 with SB 25-147, and 020-999)

A. Description

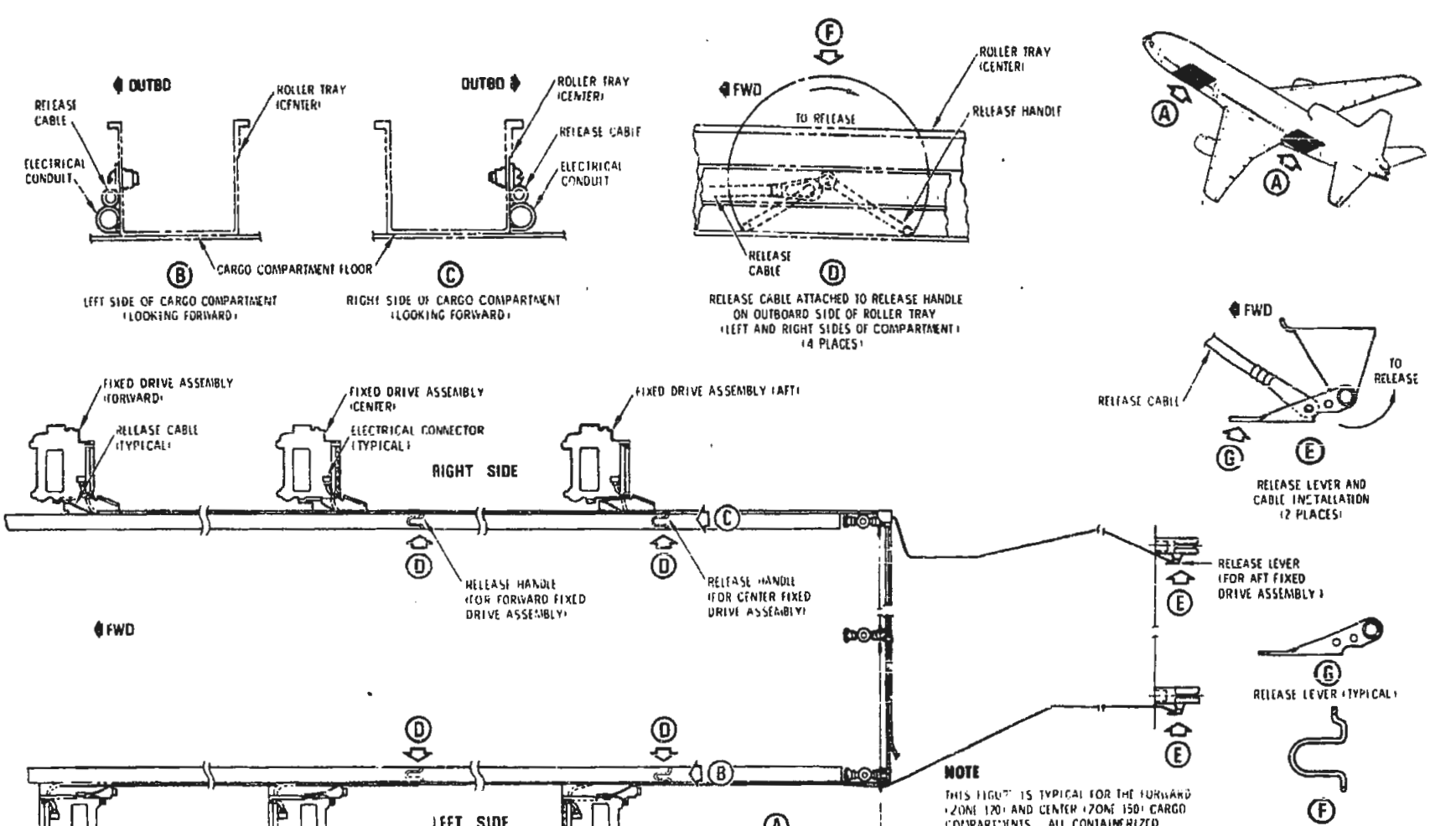
The threshold guide/restraint control box contains electrical circuitry which signals the rotary actuator to return the actuator arm to a normal zero position after the arm has driven the threshold guides to either the up or down position. The box is physically located inboard of the rotary actuator in both cargo compartments; an electrical receptacle provides an interface to a rotary actuator connector. A short electrical harness from the actuator connects with the control box receptacle.

20. Fixed Drive Manual Release Cable and Lever (Aircraft 001-023 Without SB 25-168)

A. Description

A manual release cable and lever (Ref. Fig. 19) is installed for each fixed drive assembly in the forward and center cargo compartments. Release levers are located in the roller tray assemblies for the four forward fixed drive assemblies and immediately aft of these assemblies. Release levers are located at the aft sides of the ball mats for the two aft fixed drive assemblies.

Actuation of a fixed drive manual release cable and lever will declutch a fixed drive assembly. A container can then be moved off the roller of the malfunctioning fixed drive assembly.



Fixed Drive Manual Release Cable and Lever
Figure 19

CARGO HANDLING SYSTEM - FAULT ISOLATION

1. General

The diagrams and schematics in this section can be used for fault isolation any time a fault is reported or suspected. The PREREQUISITES listed at the top of each fault isolation diagram must be satisfied prior to starting fault isolation. Uncommon abbreviations are defined on the using fault code diagram or schematic.

If the flight crew reports a trouble using a fault code number, the code number can be found in the Fault Isolation Reference Table in the Chapter 25 Fault Code Index. The index specifies the exact maintenance manual section, fault isolation diagram, and block number on the diagram where the fault isolation procedure should start. Schematics are included at the end of the section to supplement the fault code diagrams or as an aid in isolating a problem not covered on the diagrams.

Refer to the Maintenance Manual Introduction for a more detailed discussion of the Fault Isolation Reporting Method (FIRM) and use of fault isolation diagrams/schematics.

2. Fault Isolation/Identification

Table 101 lists the fault isolation diagrams and schematics in this section.

TABLE 101

FIGURE	TITLE
101	Component Location Index
102	Component Locator Diagram
103	Cargo Loading Control Power Abnormal Operation
104	Threshold Guide/Restraint Abnormal Operation
105	Transverse and Center Entry Guide/Stop Abnormal Operation
106	Fixed and Self-Lifting Drive Abnormal Operation

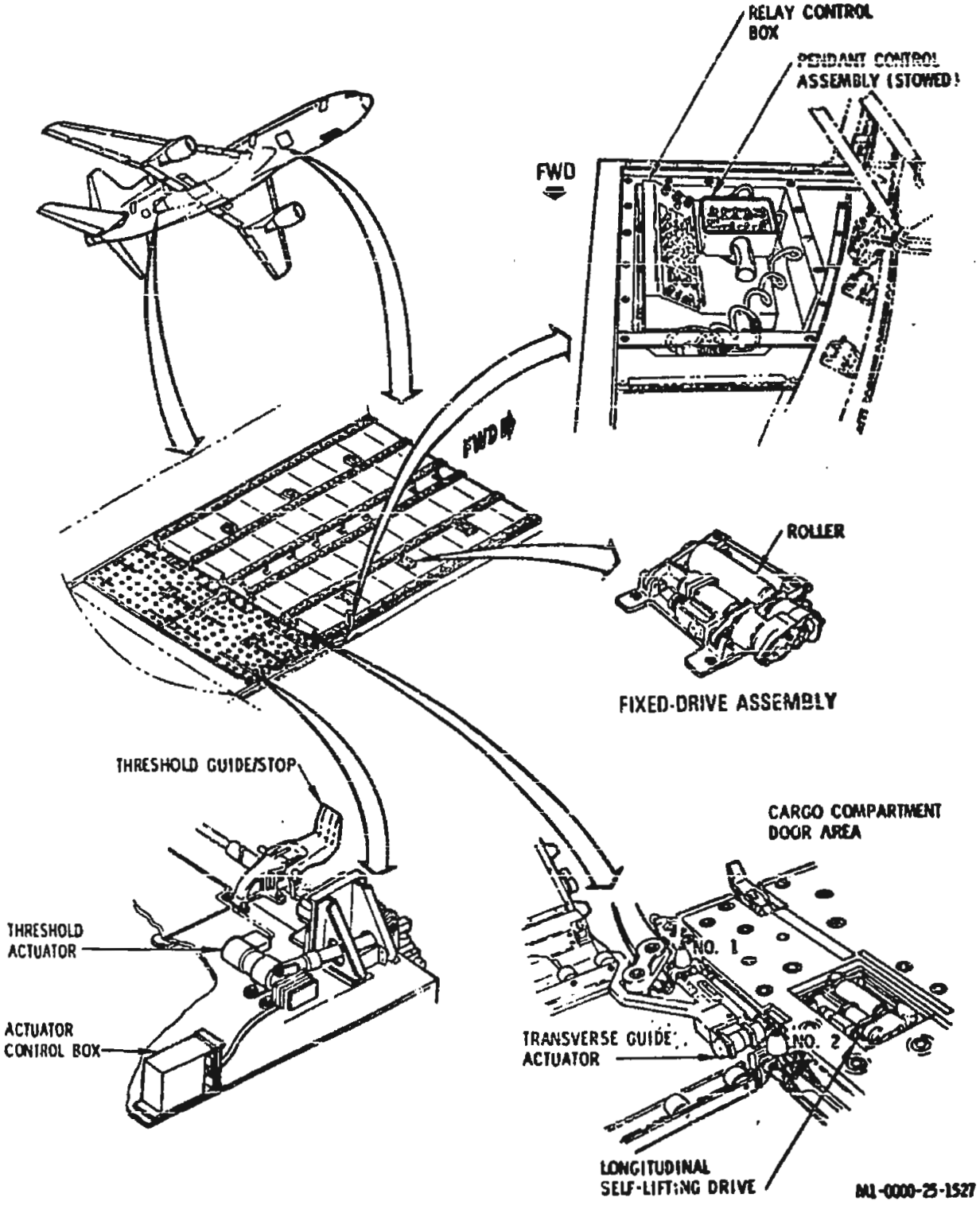
COMPONENT	QTY	AREA/ACCESS	REFERENCE
CIRCUIT BREAKERS:			
AC CARGO LOADING, FWD	1	MESC, RCCB BOX NO. 2	*
AC CARGO LOADING, CTR	1	MESC, RCCB BOX NO. 2	*
CARGO LOADER – FWD	1	GALLEY LEFT CB PNL (L19)	*
CARGO LOADER – CTR	1	GALLEY LEFT CB PNL (L20)	*
ACTUATOR – FWD GUIDE RAIL	1	FWD CARGO COMPARTMENT	25-52-59
ACTUATOR – CENTER GUIDE RAIL	1	FWD CARGO COMPARTMENT	25-52-59
ACTUATOR – AFT GUIDE RAIL	1	FWD CARGO COMPARTMENT	25-52-59
ACTUATOR – (CENTER ENTRY)	1	CTR CARGO COMPARTMENT	25-52-14
ACTUATOR – RETRACTOR	1	CTR CARGO COMPARTMENT	25-52-14
ACTUATOR – RETRACTOR (TRANSVERSE)	1	CTR CARGO COMPARTMENT	25-52-14
DRIVE – FIX	6	CTR CARGO COMPARTMENT	25-52-07
DRIVE – SELF LIFTING (LONGITUDINAL)	10	FWD/CTR COMPARTMENT	25-52-06
DRIVE – SELF-LIFTING (TRANSVERSE)	6	FWD/CTR COMPARTMENT	25-52-06
GUIDE – CENTER	1	FWD CARGO COMPARTMENT	25-52-56
GUIDE RAIL – FORWARD	1	FWD CARGO COMPARTMENT	25-52-56
GUIDE RAIL – CENTER	1	FWD CARGO COMPARTMENT	25-52-56
GUIDE RAIL – AFT	1	FWD CARGO COMPARTMENT	25-52-56
PENDANT CONTROL	2	CARGO COMPARTMENT	25-52-02
RELAY CONTROL BOX	2	CARGO COMPARTMENT	25-52-05
RESTRAINT – THRESHOLD GUIDE	3	CTR CARGO COMPARTMENT	25-52-08

*SEE WM EQUIPMENT LIST

M1-0000-25-2213

Component Location Index
Figure 101

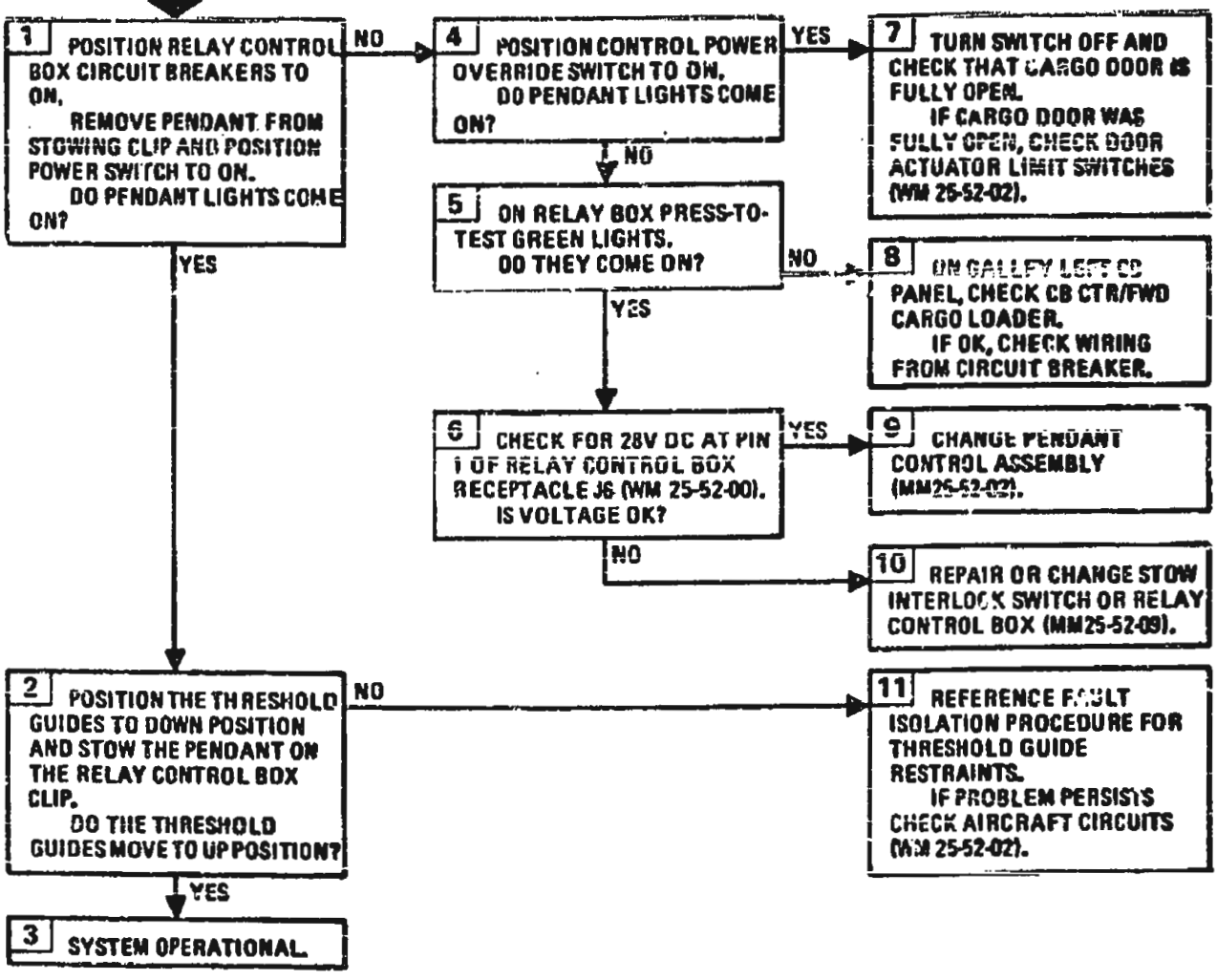
EFFECTIVITY: 001-031



Component Locator Diagram
Figure 102

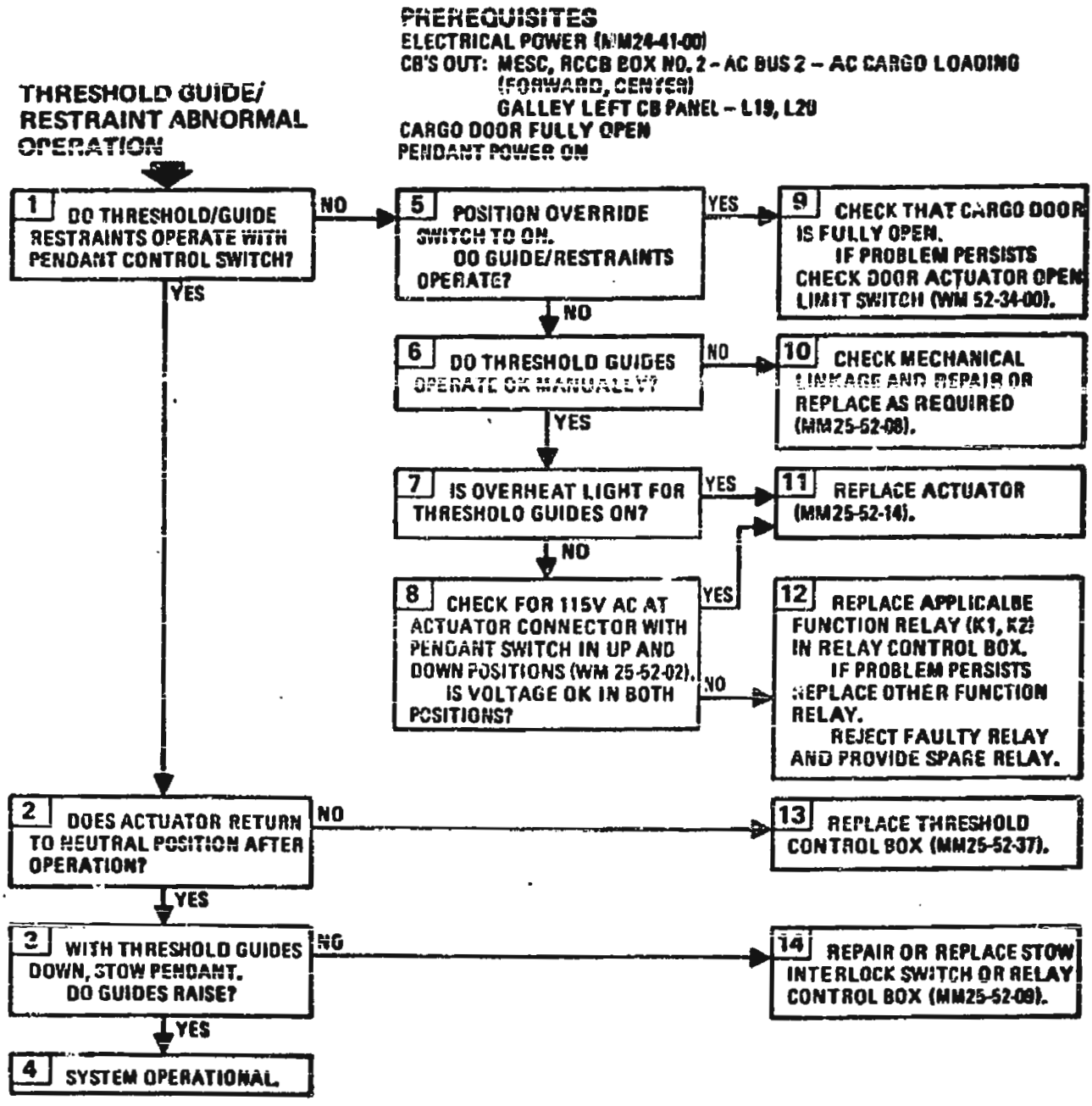
PREREQUISITES
ELECTRICAL POWER (MM24-41-00)
CB'S OUT: MESC RCCB BOX NO. 2 – AC BUS 2 – AC CARGO LOADING (FORWARD, CENTER)
GALLEY LEFT CB PANEL – L19, L20
CARGO DOOR FULLY OPEN
PENDANT POWER ON

CARGO LOADING CONTROL POWER ABNORMAL OPERATION


1 POSITION RELAY CONTROL BOX CIRCUIT BREAKERS TO ON.
REMOVE PENDANT FROM STOWING CLIP AND POSITION POWER SWITCH TO ON.
DO PENDANT LIGHTS COME ON?
NO
YES
4 POSITION CONTROL POWER OVERRIDE SWITCH TO ON.
DO PENDANT LIGHTS COME ON?
YES
NO
7 TURN SWITCH OFF AND CHECK THAT CARGO DOOR IS FULLY OPEN.
IF CARGO DOOR WAS FULLY OPEN, CHECK DOOR ACTUATOR LIMIT SWITCHES (WM 25-52-02).
5 ON RELAY BOX PRESS-TO-TEST GREEN LIGHTS.
DO THEY COME ON?
NO
YES
8 ON GALLEY LEFT CB PANEL, CHECK CB CTR/FWD CARGO LOADER.
IF OK, CHECK WIRING FROM CIRCUIT BREAKER.
6 CHECK FOR 28V DC AT PIN 1 OF RELAY CONTROL BOX RECEPTACLE J6 (WM 25-52-00).
IS VOLTAGE OK?
YES
NO
9 CHANGE PENDANT CONTROL ASSEMBLY (MM25-52-02).
10 REPAIR OR CHANGE STOW INTERLOCK SWITCH OR RELAY CONTROL BOX (MM25-52-09).
2 POSITION THE THRESHOLD GUIDES TO DOWN POSITION AND STOW THE PENDANT ON THE RELAY CONTROL BOX CLIP.
DO THE THRESHOLD GUIDES MOVE TO UP POSITION?
NO
YES
11 REFERENCE FAULT ISOLATION PROCEDURE FOR THRESHOLD GUIDE RESTRAINTS.
IF PROBLEM PERSISTS CHECK AIRCRAFT CIRCUITS (WM 25-52-02).
3 SYSTEM OPERATIONAL.

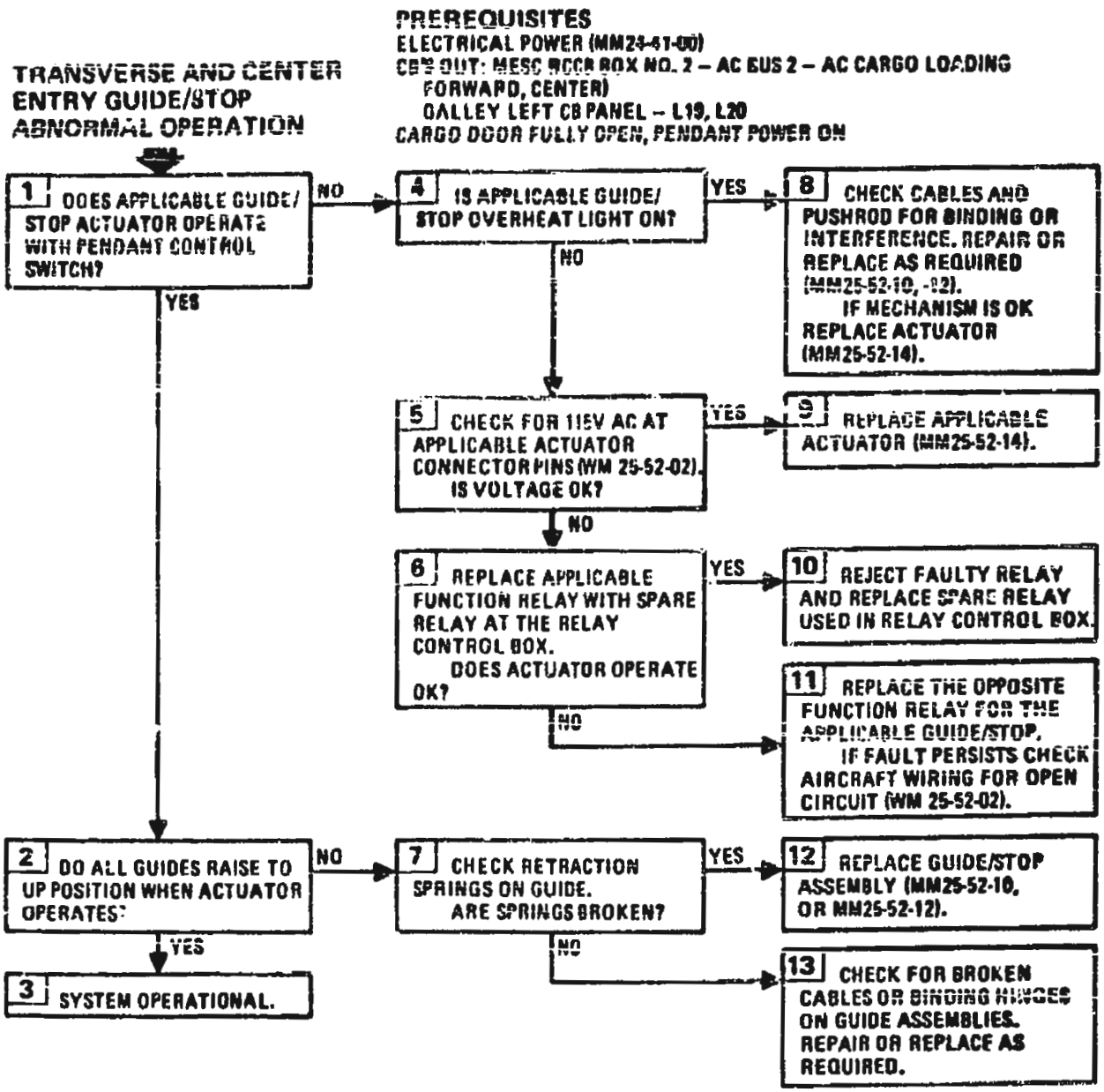
M1-0002-25-1451

Cargo Loading Control Power Abnormal Operation
Figure 103


PREREQUISITES
ELECTRICAL POWER (MM24-41-00)
CB'S OUT: MESC, RCCB BOX NO. 2 - AC BUS 2 - AC CARGO LOADING (FORWARD, CENTER)
GALLEY LEFT CB PANEL - L19, L20
CARGO DOOR FULLY OPEN
PENDANT POWER ON
THRESHOLD GUIDE/ RESTRAINT ABNORMAL OPERATION
1 DO THRESHOLD/GUIDE RESTRAINTS OPERATE WITH PENDANT CONTROL SWITCH?
NO
YES
2 DOES ACTUATOR RETURN TO NEUTRAL POSITION AFTER OPERATION?
NO
YES
3 WITH THRESHOLD GUIDES DOWN, STOW PENDANT. DO GUIDES RAISE?
NO
YES
4 SYSTEM OPERATIONAL.
5 POSITION OVERRIDE SWITCH TO ON. DO GUIDE/RESTRAINTS OPERATE?
YES
NO
6 DO THRESHOLD GUIDES OPERATE OK MANUALLY?
NO
YES
7 IS OVERHEAT LIGHT FOR THRESHOLD GUIDES ON?
YES
NO
8 CHECK FOR 115V AC AT ACTUATOR CONNECTOR WITH PENDANT SWITCH IN UP AND DOWN POSITIONS (WM 25-52-02). IS VOLTAGE OK IN BOTH POSITIONS?
YES
NO
9 CHECK THAT CARGO DOOR IS FULLY OPEN. IF PROBLEM PERSISTS CHECK DOOR ACTUATOR OPEN LIMIT SWITCH (WM 52-34-00).
10 CHECK MECHANICAL LINKAGE AND REPAIR OR REPLACE AS REQUIRED (MM25-52-08).
11 REPLACE ACTUATOR (MM25-52-14).
12 REPLACE APPLICALBE FUNCTION RELAY (K1, K2) IN RELAY CONTROL BOX. IF PROBLEM PERSISTS REPLACE OTHER FUNCTION RELAY. REJECT FAULTY RELAY AND PROVIDE SPARE RELAY.
13 REPLACE THRESHOLD CONTROL BOX (MM25-52-37).
14 REPAIR OR REPLACE STOW INTERLOCK SWITCH OR RELAY CONTROL BOX (MM25-52-09).

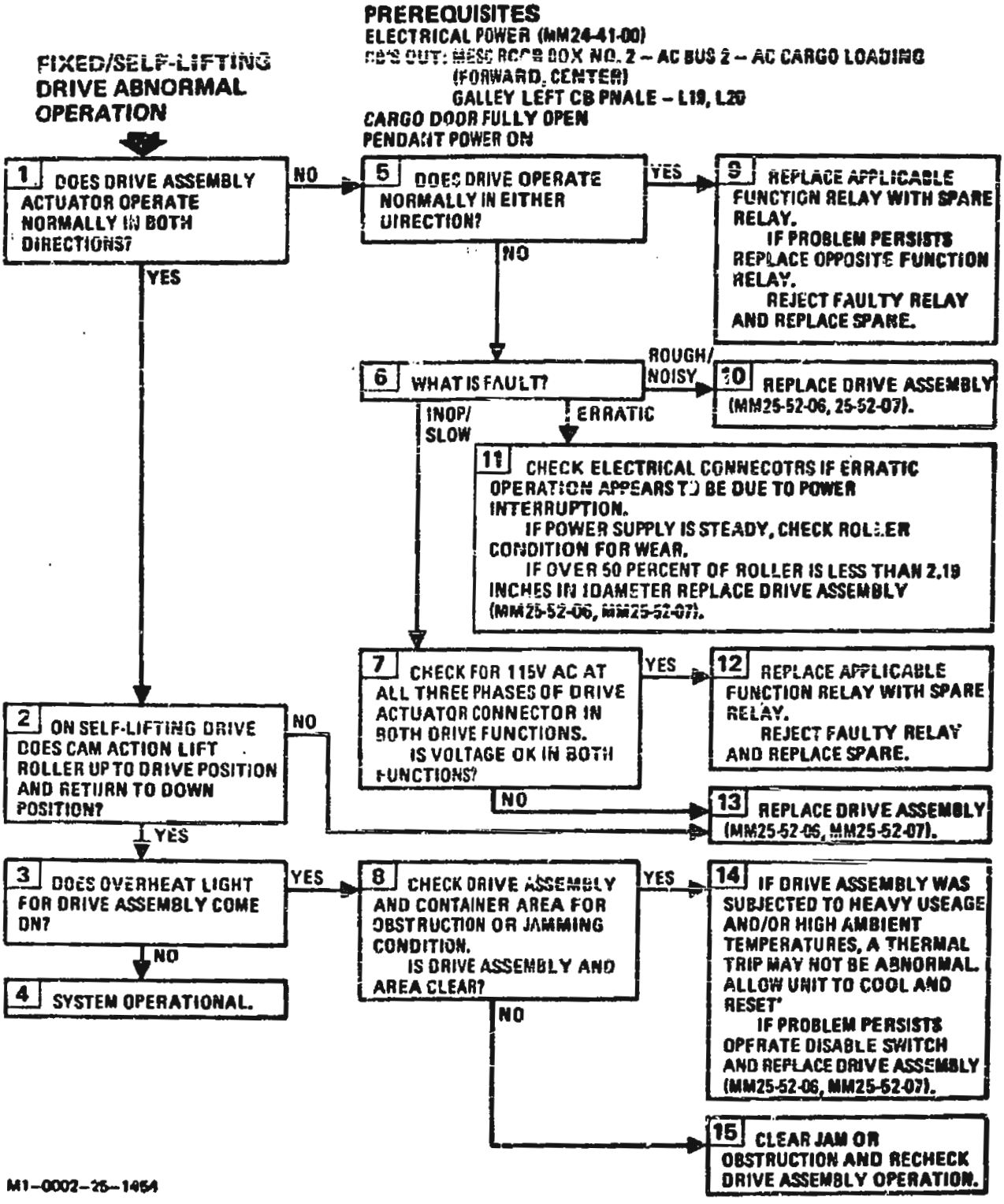
A01-0002-25-1452

Threshold Guide/Restraint Abnormal Operation
Figure 104

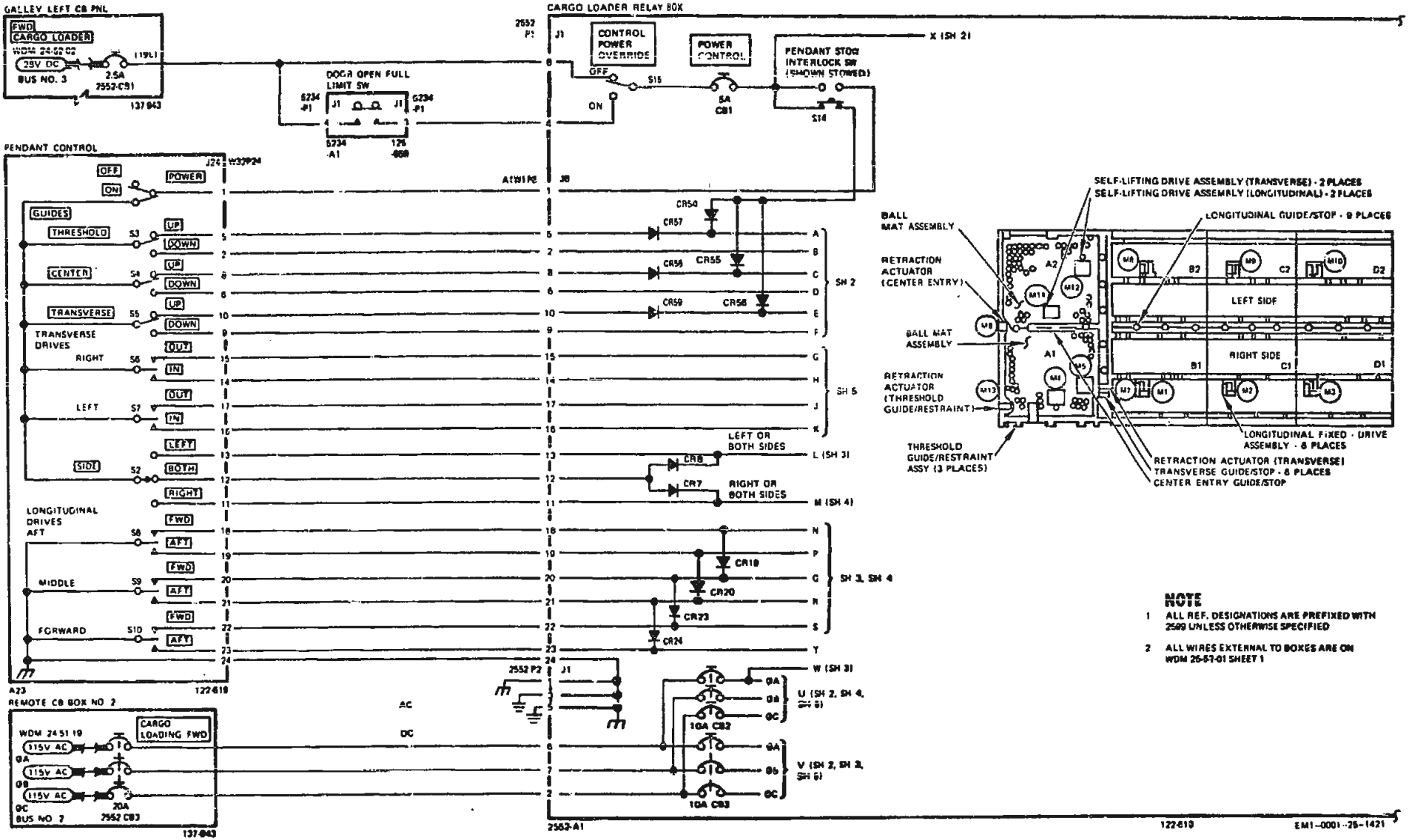

TRANSVERSE AND CENTER ENTRY GUIDE/STOP ABNORMAL OPERATION
PREREQUISITES
ELECTRICAL POWER (MM24-41-00)
CB'S OUT: MISC DOOR BOX NO. 2 – AC BUS 2 – AC CARGO LOADING FORWARD, CENTER)
GALLEY LEFT CB PANEL – L19, L20
CARGO DOOR FULLY OPEN, PENDANT POWER ON
1 DOES APPLICABLE GUIDE/STOP ACTUATOR OPERATE WITH PENDANT CONTROL SWITCH?
NO
YES
4 IS APPLICABLE GUIDE/STOP OVERHEAT LIGHT ON?
YES
NO
8 CHECK CABLES AND PUSHROD FOR BINDING OR INTERFERENCE. REPAIR OR REPLACE AS REQUIRED (MM25-52-10, -12). IF MECHANISM IS OK REPLACE ACTUATOR (MM25-52-14).
5 CHECK FOR 115V AC AT APPLICABLE ACTUATOR CONNECTOR PINS (WM 25-52-02). IS VOLTAGE OK?
YES
9 REPLACE APPLICABLE ACTUATOR (MM25-52-14).
NO
6 REPLACE APPLICABLE FUNCTION RELAY WITH SPARE RELAY AT THE RELAY CONTROL BOX. DOES ACTUATOR OPERATE OK?
YES
10 REJECT FAULTY RELAY AND REPLACE SPARE RELAY USED IN RELAY CONTROL BOX.
NO
11 REPLACE THE OPPOSITE FUNCTION RELAY FOR THE APPLICABLE GUIDE/STOP. IF FAULT PERSISTS CHECK AIRCRAFT WIRING FOR OPEN CIRCUIT (WM 25-52-02).
2 DO ALL GUIDES RAISE TO UP POSITION WHEN ACTUATOR OPERATES?
NO
YES
7 CHECK RETRACTION SPRINGS ON GUIDE. ARE SPRINGS BROKEN?
YES
NO
12 REPLACE GUIDE/STOP ASSEMBLY (MM25-52-10, OR MM25-52-12).
3 SYSTEM OPERATIONAL.
13 CHECK FOR BROKEN CABLES OR BINDING HINGES ON GUIDE ASSEMBLIES. REPAIR OR REPLACE AS REQUIRED.

M1-0001-26-1453

Transverse and Center Entry Guide/Stop Abnormal Operation
Figure 105


PREREQUISITES
ELECTRICAL POWER (MM24-41-00)
CB'S OUT: MISC ROOM BOX NO. 2 – AC BUS 2 – AC CARGO LOADING (FORWARD, CENTER)
GALLEY LEFT CB PNALE – L19, L20
CARGO DOOR FULLY OPEN
PENDANT POWER ON
FIXED/SELF-LIFTING DRIVE ABNORMAL OPERATION
1 DOES DRIVE ASSEMBLY ACTUATOR OPERATE NORMALLY IN BOTH DIRECTIONS?
NO
YES
5 DOES DRIVE OPERATE NORMALLY IN EITHER DIRECTION?
YES
9 REPLACE APPLICABLE FUNCTION RELAY WITH SPARE RELAY.
IF PROBLEM PERSISTS REPLACE OPPOSITE FUNCTION RELAY.
REJECT FAULTY RELAY AND REPLACE SPARE.
NO
6 WHAT IS FAULT?
ROUGH/NOISY
10 REPLACE DRIVE ASSEMBLY (MM25-52-06, 25-52-07).
INOP/SLOW
ERRATIC
11 CHECK ELECTRICAL CONNECOTRS IF ERRATIC OPERATION APPEARS TO BE DUE TO POWER INTERRUPTION.
IF POWER SUPPLY IS STEADY, CHECK ROLLER CONDITION FOR WEAR.
IF OVER 50 PERCENT OF ROLLER IS LESS THAN 2.19 INCHES IN DIAMETER REPLACE DRIVE ASSEMBLY (MM25-52-06, MM25-52-07).
7 CHECK FOR 115V AC AT ALL THREE PHASES OF DRIVE ACTUATOR CONNECTOR IN BOTH DRIVE FUNCTIONS.
IS VOLTAGE OK IN BOTH FUNCTIONS?
YES
12 REPLACE APPLICABLE FUNCTION RELAY WITH SPARE RELAY.
REJECT FAULTY RELAY AND REPLACE SPARE.
NO
13 REPLACE DRIVE ASSEMBLY (MM25-52-06, MM25-52-07).
2 ON SELF-LIFTING DRIVE DOES CAM ACTION LIFT ROLLER UP TO DRIVE POSITION AND RETURN TO DOWN POSITION?
NO
YES
3 DOES OVERHEAT LIGHT FOR DRIVE ASSEMBLY COME ON?
YES
8 CHECK DRIVE ASSEMBLY AND CONTAINER AREA FOR OBSTRUCTION OR JAMMING CONDITION.
IS DRIVE ASSEMBLY AND AREA CLEAR?
YES
14 IF DRIVE ASSEMBLY WAS SUBJECTED TO HEAVY USEAGE AND/OR HIGH AMBIENT TEMPERATURES, A THERMAL TRIP MAY NOT BE ABNORMAL. ALLOW UNIT TO COOL AND RESET.
IF PROBLEM PERSISTS OPERATE DISABLE SWITCH AND REPLACE DRIVE ASSEMBLY (MM25-52-06, MM25-52-07).
NO
15 CLEAR JAM OR OBSTRUCTION AND RECHECK DRIVE ASSEMBLY OPERATION.
NO
4 SYSTEM OPERATIONAL.
M1-0002-25-1454

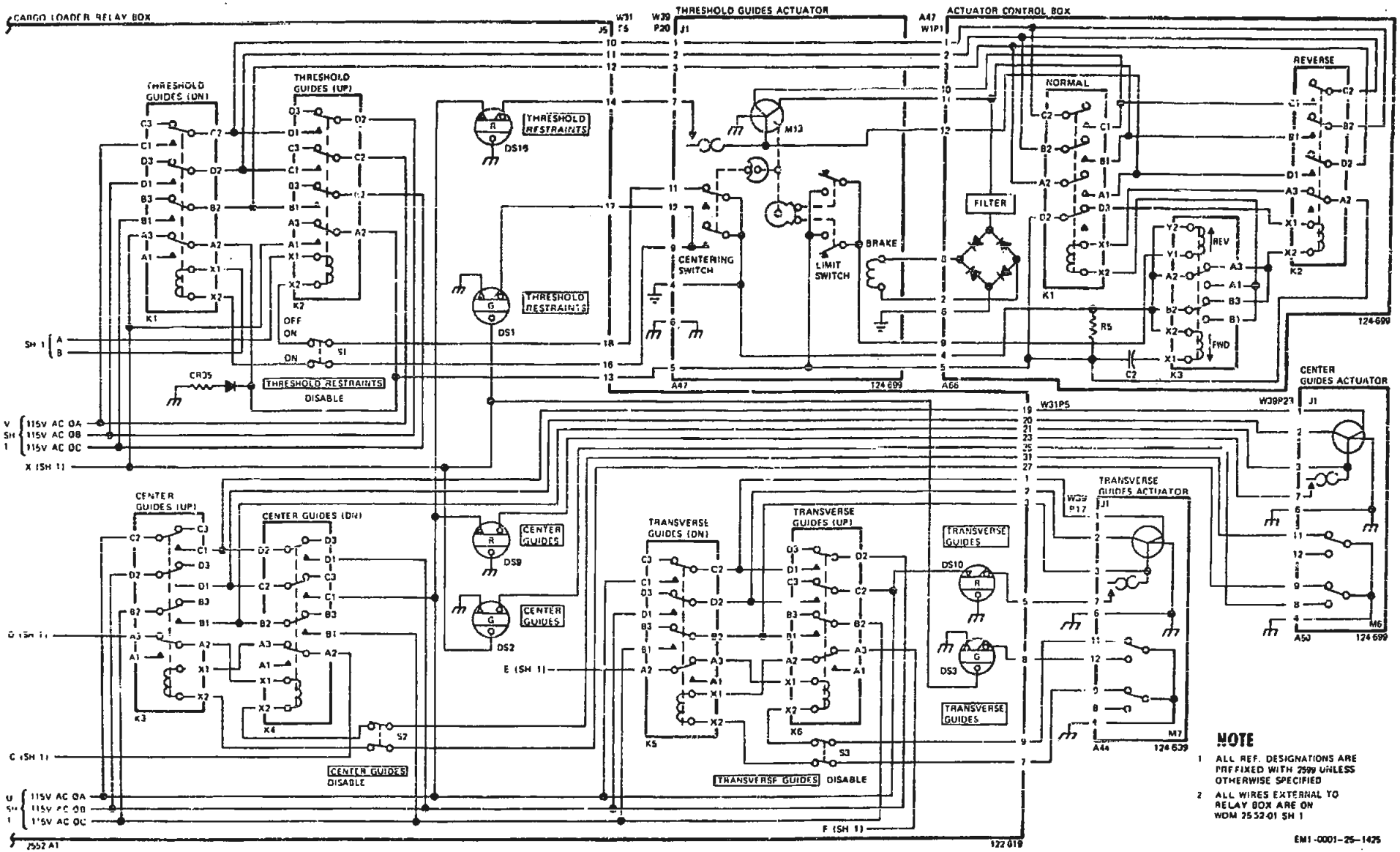
Fixed and Self-Lifting Drive Abnormal Operation
Figure 106



NOTE
1 ALL REF. DESIGNATIONS ARE PREFIXED WITH 2599 UNLESS OTHERWISE SPECIFIED
2 ALL WIRES EXTERNAL TO BOXES ARE ON WDM 25-51-01 SHEET 1

Forward Cargo Handling System Electrical Schematic
SCHEM 1 (Sheet 1)

EFFECTIVITY: 001-031 WITH S825-228



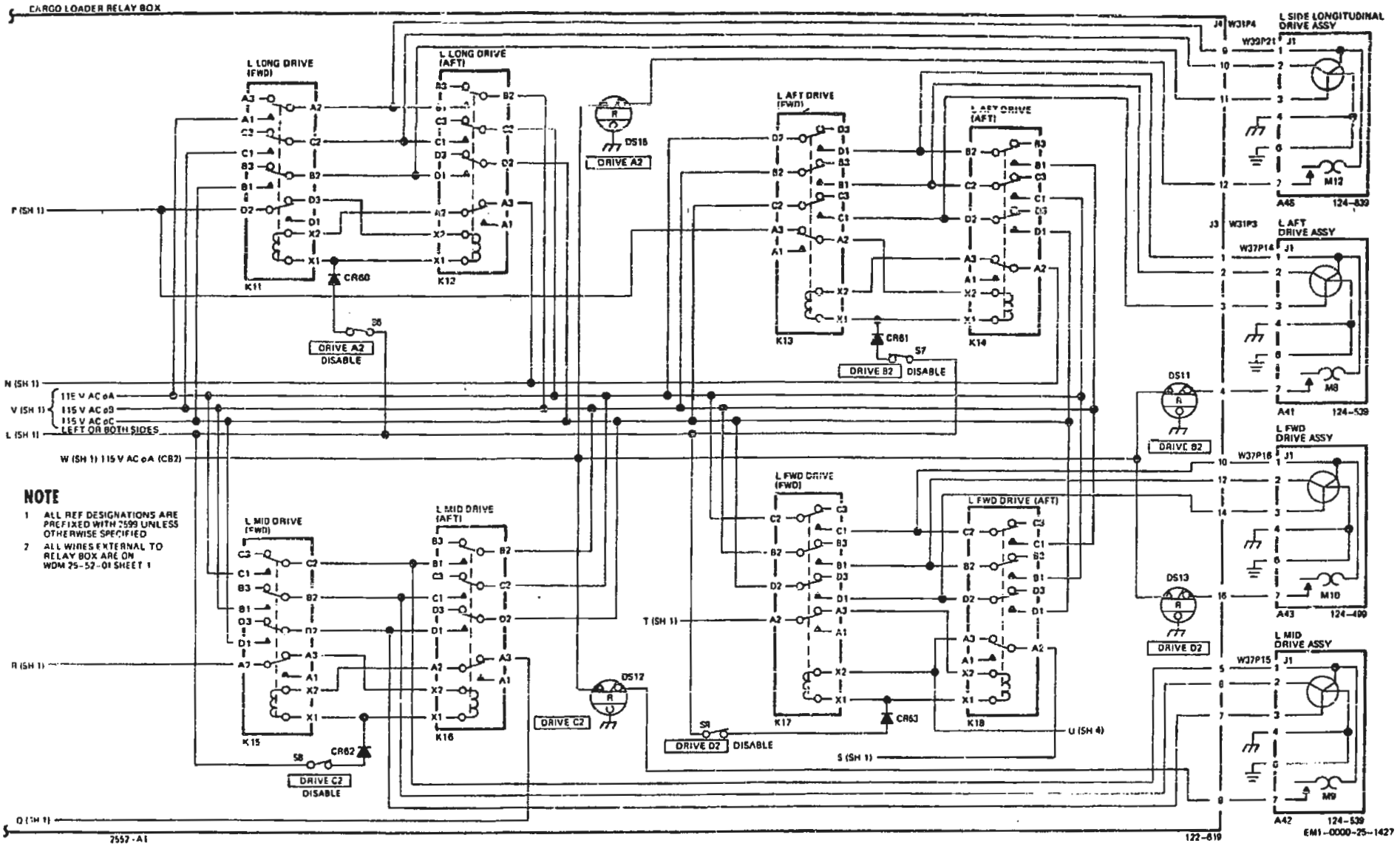
NOTE

1. ALL REF. DESIGNATIONS ARE PREFIXED WITH 2599 UNLESS OTHERWISE SPECIFIED
2. ALL WIRES EXTERNAL TO RELAY BOX ARE ON WDM 2552-01 SH 1

EM1-0001-25-1425

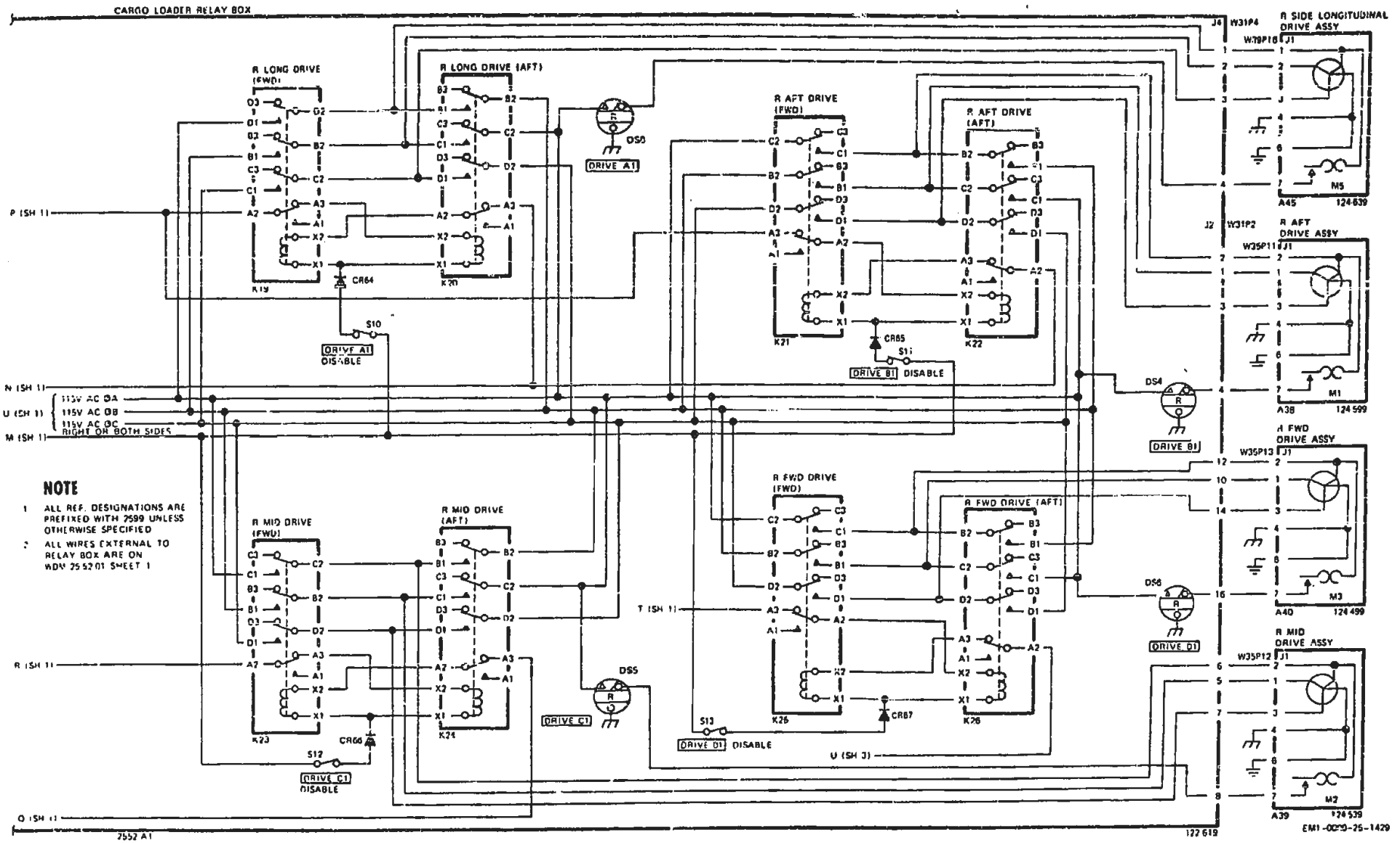
Forward Cargo Handling System Electrical Schematic
SCHEM 1 (Sheet 2)

R EFFECTIVITY: 001-031 WITH SB25-228
R



Forward Cargo Handling System Electrical Schematic
SCHEM 1 (Sheet 3)

R EFFECTIVITY: 001-031 WITH S825-228
R

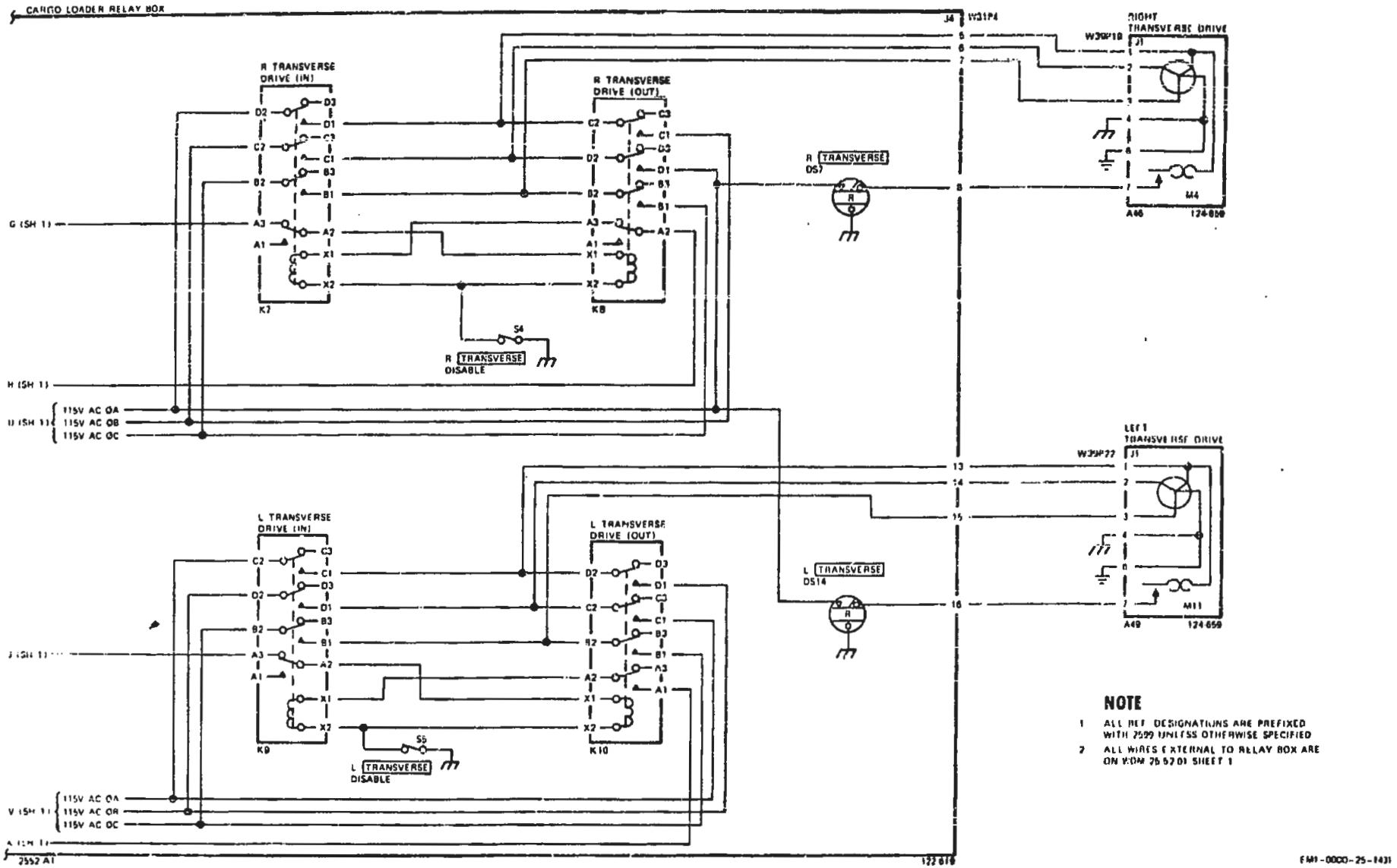


NOTE

1. ALL REF. DESIGNATIONS ARE PREFIXED WITH 7599 UNLESS OTHERWISE SPECIFIED
2. ALL WIRES EXTERNAL TO RELAY BOX ARE ON WDG 75 5201 SHEET 1

Forward Cargo Handling System Electrical Schematic
SCHEM 1 (Sheet 4)

R R EFFECTIVITY: 001-031 WITH SB25-228



NOTE

1. ALL REF DESIGNATIONS ARE PREFIXED WITH 2599 UNLESS OTHERWISE SPECIFIED
2. ALL WIRES EXTERNAL TO RELAY BOX ARE ON WDM 25 62 01 SHEET 1

FM1-0000-25-1431

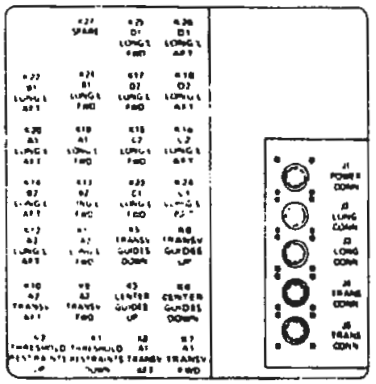
Forward Cargo Handling System Electrical Schematic
SCHEM 1 (Sheet 5)

R R EFFECTIVITY: 001-031 WITH SB25-228

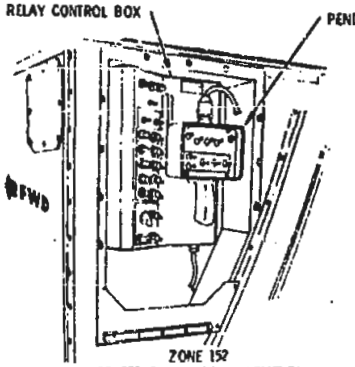
001B

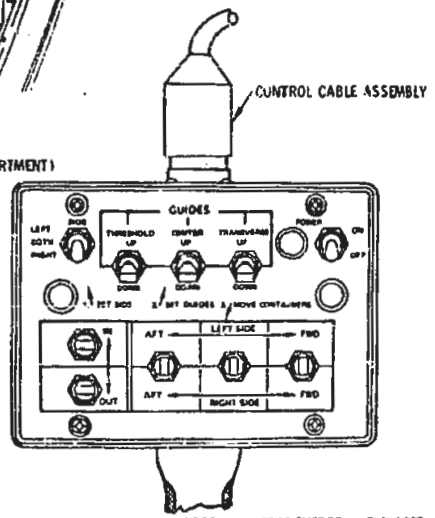
RELAY IDENTIFICATION TABLE

RELAY DESIGNATION	RELATED SYSTEM COMPONENT	COMPONENT FUNCTION	AREA LOCATION
K1	THRESHOLD GUIDE/RESTRAINT	DOWN	A1
K2		UP	
K3	CENTER ENTRY GUIDE/STOP	UP	A1 A2
K4		DOWN	
K5	TRANSVERSE GUIDE/STOP	DOWN	A1
K6		UP	
K7	SELF LIFTING DRIVE (TRANSVERSE RIGHT)	IN	A1
K8		OUT	
K9	SELF LIFTING DRIVE (TRANSVERSE LEFT)	IN	A2
K10		OUT	
K11	SELF LIFTING DRIVE (LONGITUDINAL LEFT)	FWD	A2
K12		AFT	
K13	FIXED DRIVE AFT (LONGITUDINAL LEFT)	FWD	B2
K14		AFT	
K15	FIXED DRIVE CENTER (LONGITUDINAL LEFT)	FWD	C2
K16		AFT	
K17	FIXED DRIVE FORWARD (LONGITUDINAL LEFT)	FWD	D2
K18		AFT	
K19	SELF-LIFTING DRIVE (LONGITUDINAL RIGHT)	FWD	A1
K20		AFT	
K21	FIXED DRIVE AFT (LONGITUDINAL RIGHT)	FWD	B1
K22		AFT	
K23	FIXED DRIVE CENTER (LONGITUDINAL RIGHT)	FWD	C1
K24		AFT	
K25	FIXED DRIVE FORWARD (LONGITUDINAL RIGHT)	FWD	D1
K26		AFT	
K27	SPARE		



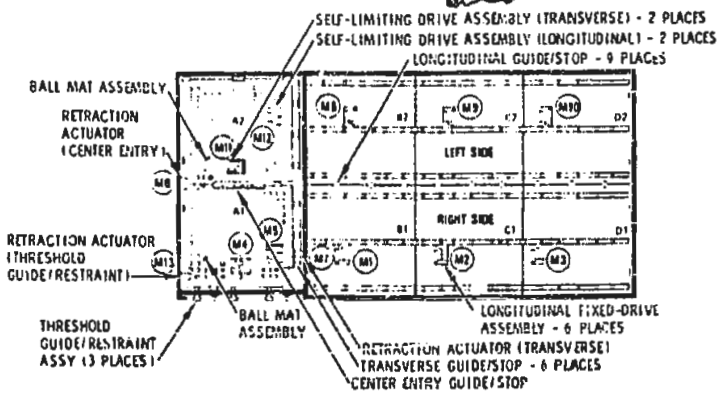
FORWARD SIDE OF RELAY CONTROL BOX (LOOKING AFT)



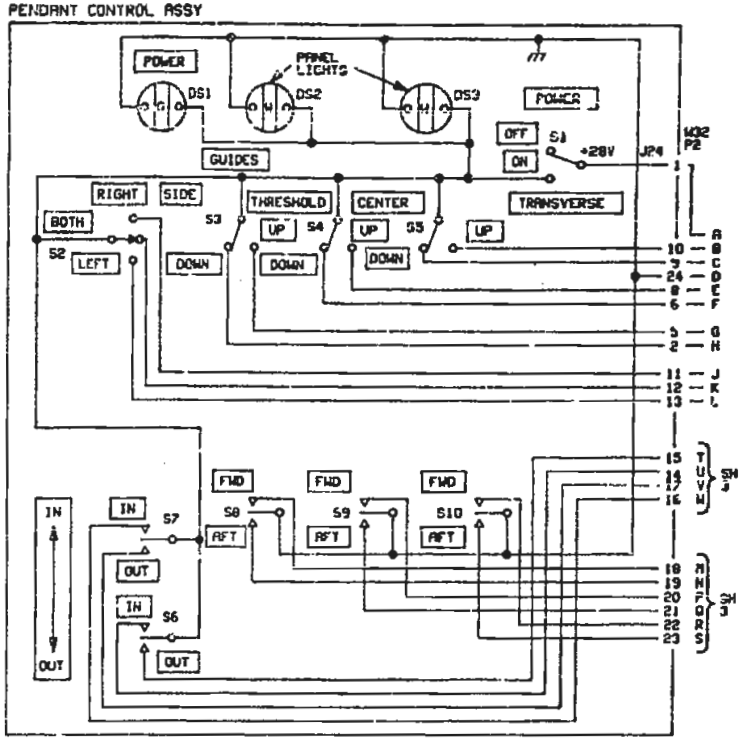


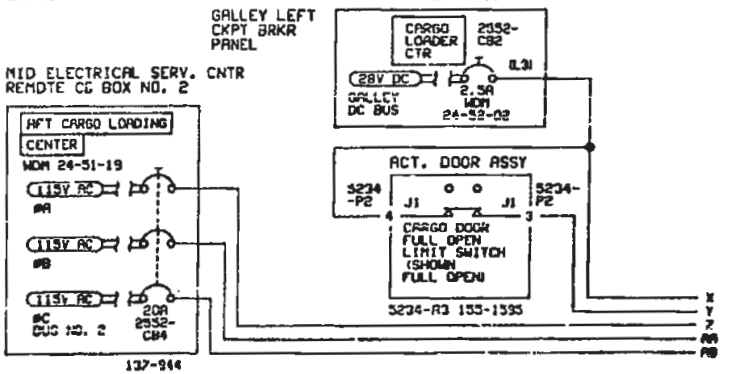
NOTE

1. ALL REF. DESIGNATIONS ARE PREFIXED WITH 2599 UNLESS OTHERWISE INDICATED
2. CKT SHOWN WITH PENDANT STOWED. ALL RELAYS DE-ENERGIZED AND GUIDE/REST GUIDE/STOPS UP
3. RELAY SUPPRESSION DIODE OMITTED FOR CLARITY


SELF-LIMITING DRIVE ASSEMBLY (TRANSVERSE) - 2 PLACES
SELF-LIMITING DRIVE ASSEMBLY (LONGITUDINAL) - 2 PLACES
LONGITUDINAL GUIDE/STOP - 9 PLACES
BALL MAT ASSEMBLY
RETRACTION ACTUATOR (CENTER ENTRY)
RETRACTION ACTUATOR (THRESHOLD GUIDE/RESTRAINT)
THRESHOLD GUIDE/RESTRAINT ASSY (3 PLACES)
BALL MAT ASSEMBLY
LONGITUDINAL FIXED-DRIVE ASSEMBLY - 6 PLACES
RETRACTION ACTUATOR (TRANSVERSE)
TRANSVERSE GUIDE/STOP - 6 PLACES
CENTER ENTRY GUIDE/STOP
LEFT SIDE
RIGHT SIDE

PENDANT CONTROL ASSY

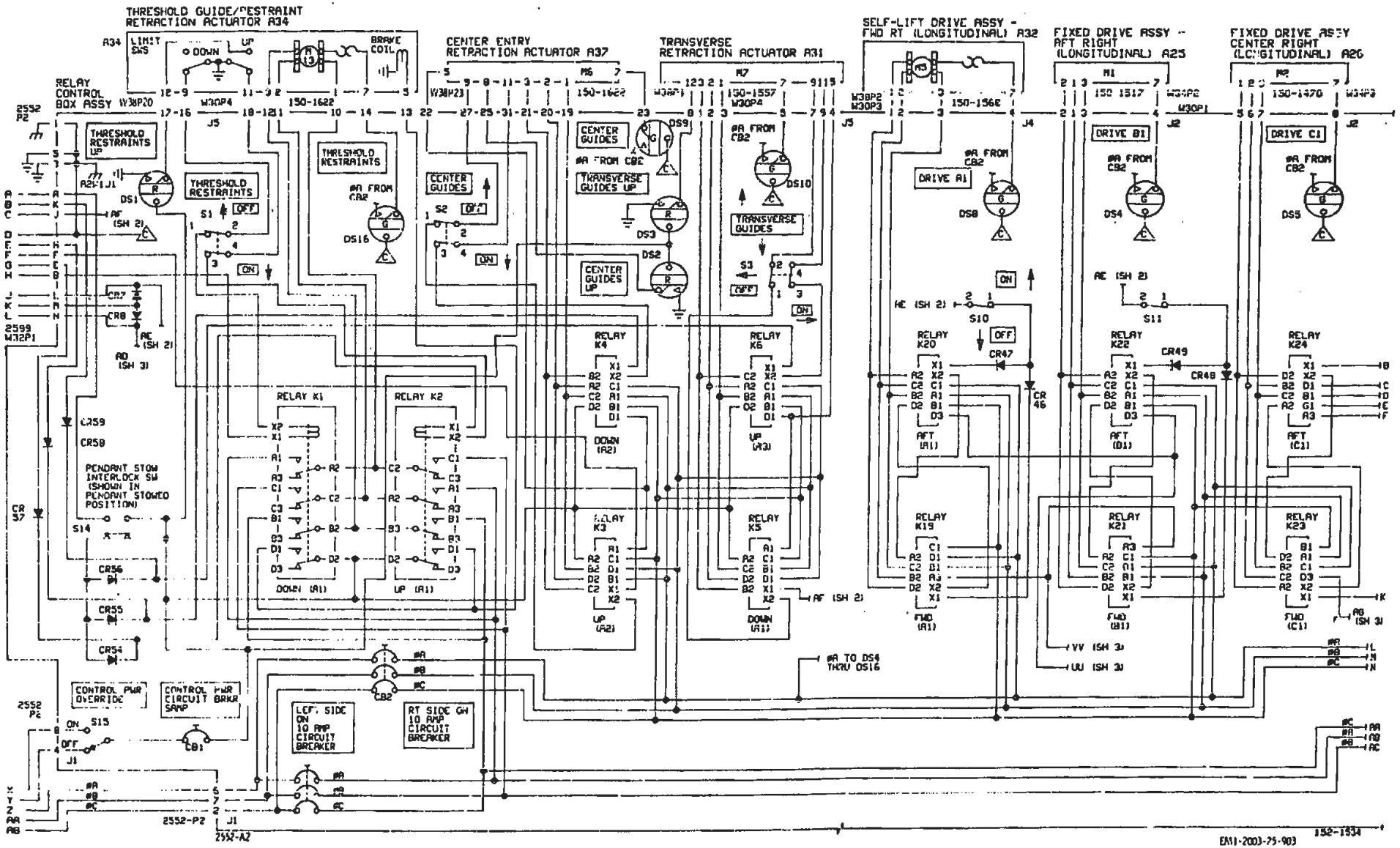




EM1-2002-25-902

Center Cargo Handling System Electrical Schematic
SCHEM 2 (Sheet 1)

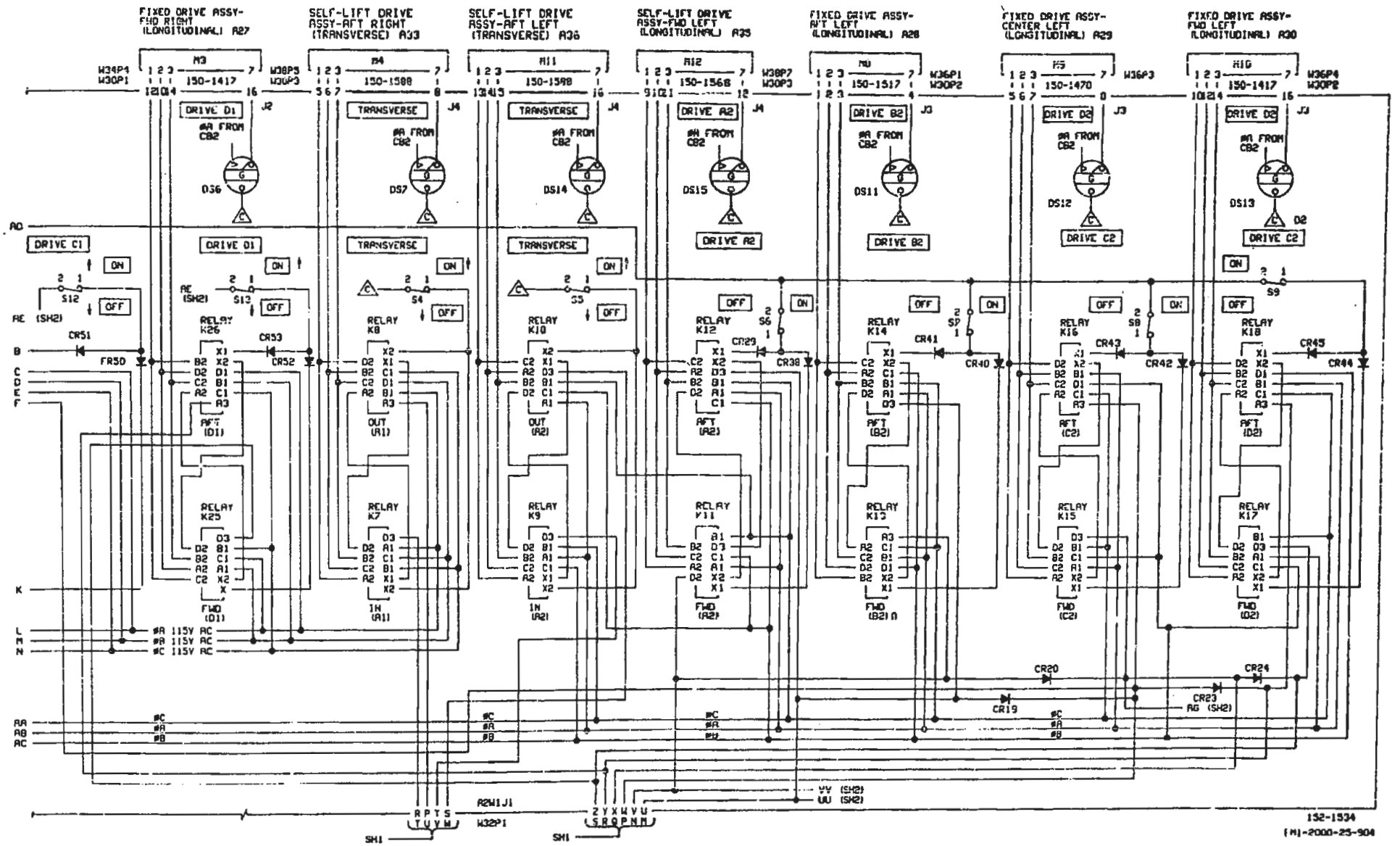
R R EFFECTIVITY: 001-019 WITHOUT SB25-147


THRESHOLD GUIDE/RESTRAINT RETRACTION ACTUATOR A34
CENTER ENTRY RETRACTION ACTUATOR A37
TRANSVERSE RETRACTION ACTUATOR A31
SELF-LIFT DRIVE ASSY - FWD RT (LONGITUDINAL) A32
FIXED DRIVE ASSY - AFT RIGHT (LONGITUDINAL) A23
FIXED DRIVE ASSY CENTER RIGHT (LONGITUDINAL) A26
RELAY CONTROL BOX ASSY W38P20
THRESHOLD RESTRAINTS UP
THRESHOLD RESTRAINTS
CENTER GUIDES
CENTER GUIDES UP
TRANSVERSE GUIDES
TRANSVERSE GUIDES UP
DRIVE A1
DRIVE B1
DRIVE C1
PENDANT STOW INTERLOCK SW (SHOWN IN PENDANT STOWED POSITION)
CONTROL PWR OVERRIDE
CONTROL PWR CIRCUIT BRKR SAMP
LEFT SIDE CH 10 AMP CIRCUIT BREAKER
RT SIDE CH 10 AMP CIRCUIT BREAKER
#A TO DS4 THRU DS16
EM1-2003-75-903
152-1834

Center Cargo Handling System Electrical Schematic
SCHEM 2 (Sheet 2)

R EFFECTIVITY: 001-019 WITHOUT SB25-147
R

0018



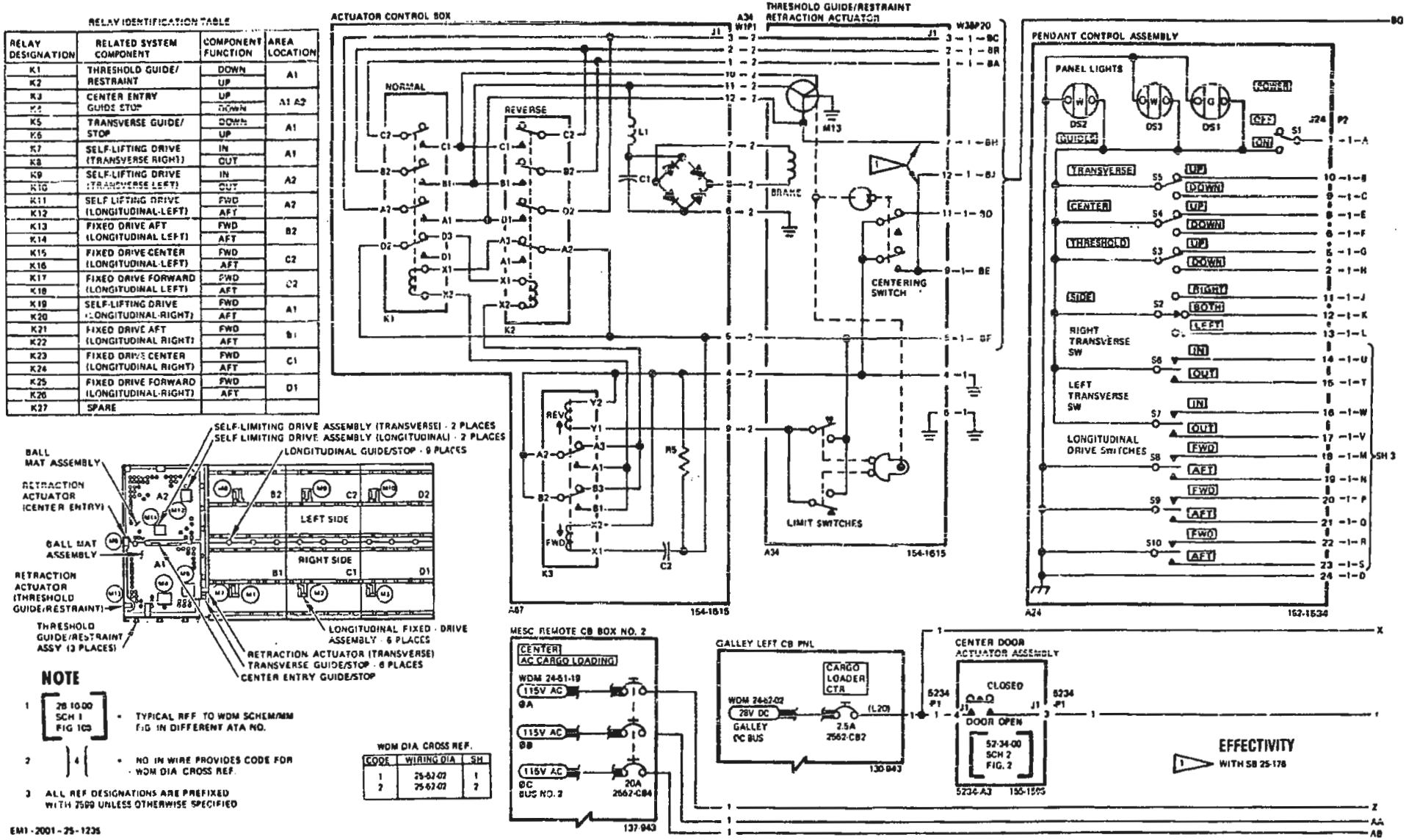
Center Cargo Handling System Electrical Schematic
SCHEM 2 (Sheet 3)

R EFFECTIVITY: 001-019 WITHOUT SB25-147
R

0018

RELAY IDENTIFICATION TABLE

RELAY DESIGNATION	RELATED SYSTEM COMPONENT	COMPONENT FUNCTION	AREA LOCATION
K1	THRESHOLD GUIDE/ RESTRAINT	DOWN	A1
K2		UP	
K3	CENTER ENTRY GUIDE STOP	UP	A1 A2
K4		DOWN	
K5	TRANSVERSE GUIDE/ STOP	DOWN	A1
K6		UP	
K7	SELF-LIFTING DRIVE (TRANSVERSE RIGHT)	IN	A1
K8		OUT	
K9	SELF-LIFTING DRIVE (TRANSVERSE LEFT)	IN	A2
K10		OUT	
K11	SELF LIFTING DRIVE (LONGITUDINAL-LEFT)	FWD	A2
K12		AFT	
K13	FIXED DRIVE AFT (LONGITUDINAL LEFT)	FWD	B2
K14		AFT	
K15	FIXED DRIVE CENTER (LONGITUDINAL-LEFT)	FWD	C2
K16		AFT	
K17	FIXED DRIVE FORWARD (LONGITUDINAL LEFT)	FWD	D2
K18		AFT	
K19	SELF-LIFTING DRIVE (LONGITUDINAL-RIGHT)	FWD	A1
K20		AFT	
K21	FIXED DRIVE AFT (LONGITUDINAL RIGHT)	FWD	B1
K22		AFT	
K23	FIXED DRIVE CENTER (LONGITUDINAL RIGHT)	FWD	C1
K24		AFT	
K25	FIXED DRIVE FORWARD (LONGITUDINAL-RIGHT)	FWD	D1
K26		AFT	
K27	SPARE		



NOTE

1. [28 10 00 SCH 1 FIG 105] • TYPICAL REF TO WDM SCHEM/MM FIG IN DIFFERENT ATA NO.
2.] 4 [• NO IN WIRE PROVIDES CODE FOR WDM DIA CROSS REF.
3. ALL REF DESIGNATIONS ARE PREFIXED WITH 7599 UNLESS OTHERWISE SPECIFIED

WDM DIA CROSS REF.

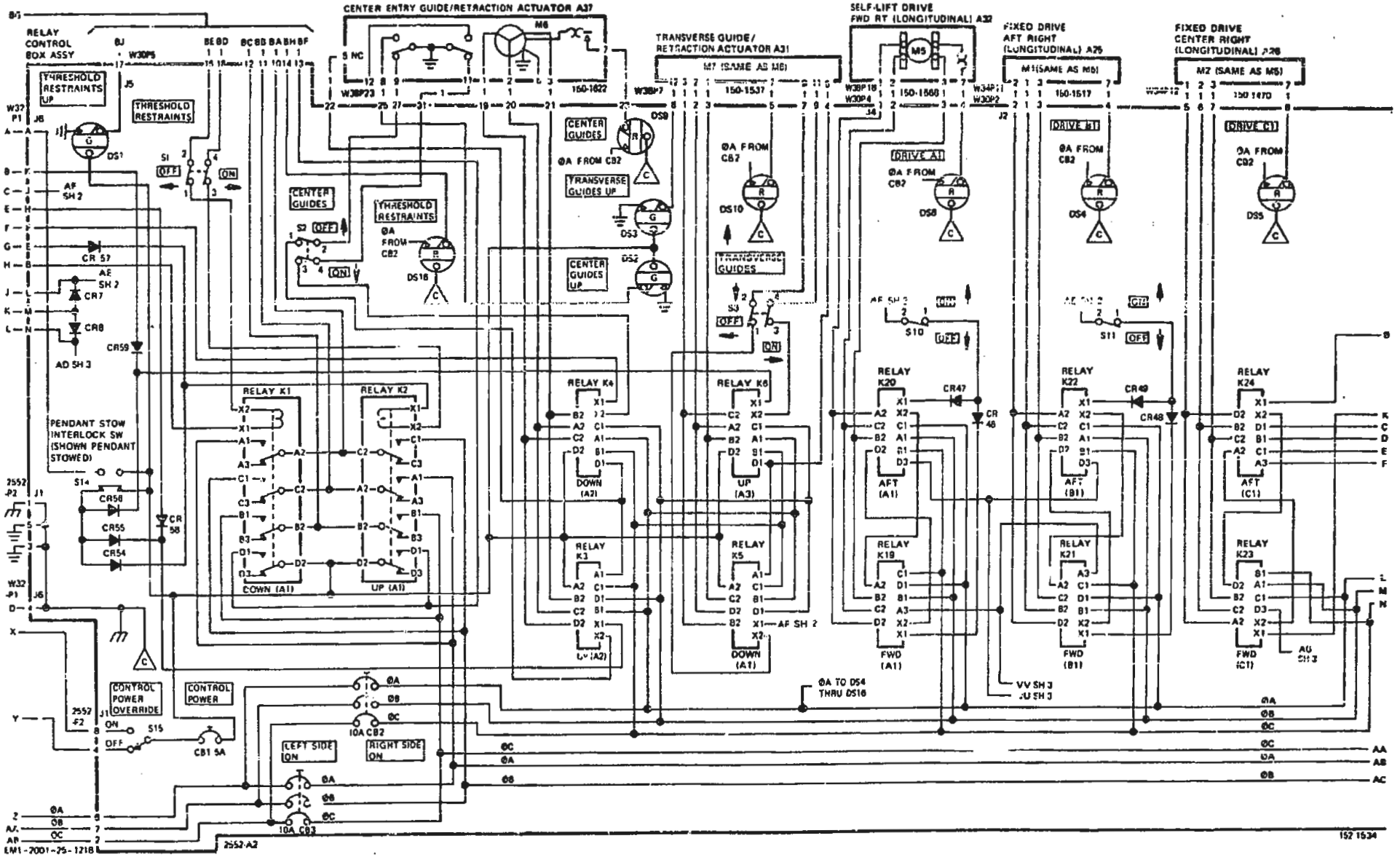
CODE	WIRING DIA	SH
1	25-62-02	1
2	25-62-02	2

EM1-2001-25-1235

Center Cargo Handling System Electrical Schematic
SCHEM 2 (Sheet 1)

R EFFECTIVITY: 001-019 WITH SB25-147 AND SB25-176
R 020-031 WITH SB25-176, AND 032-999

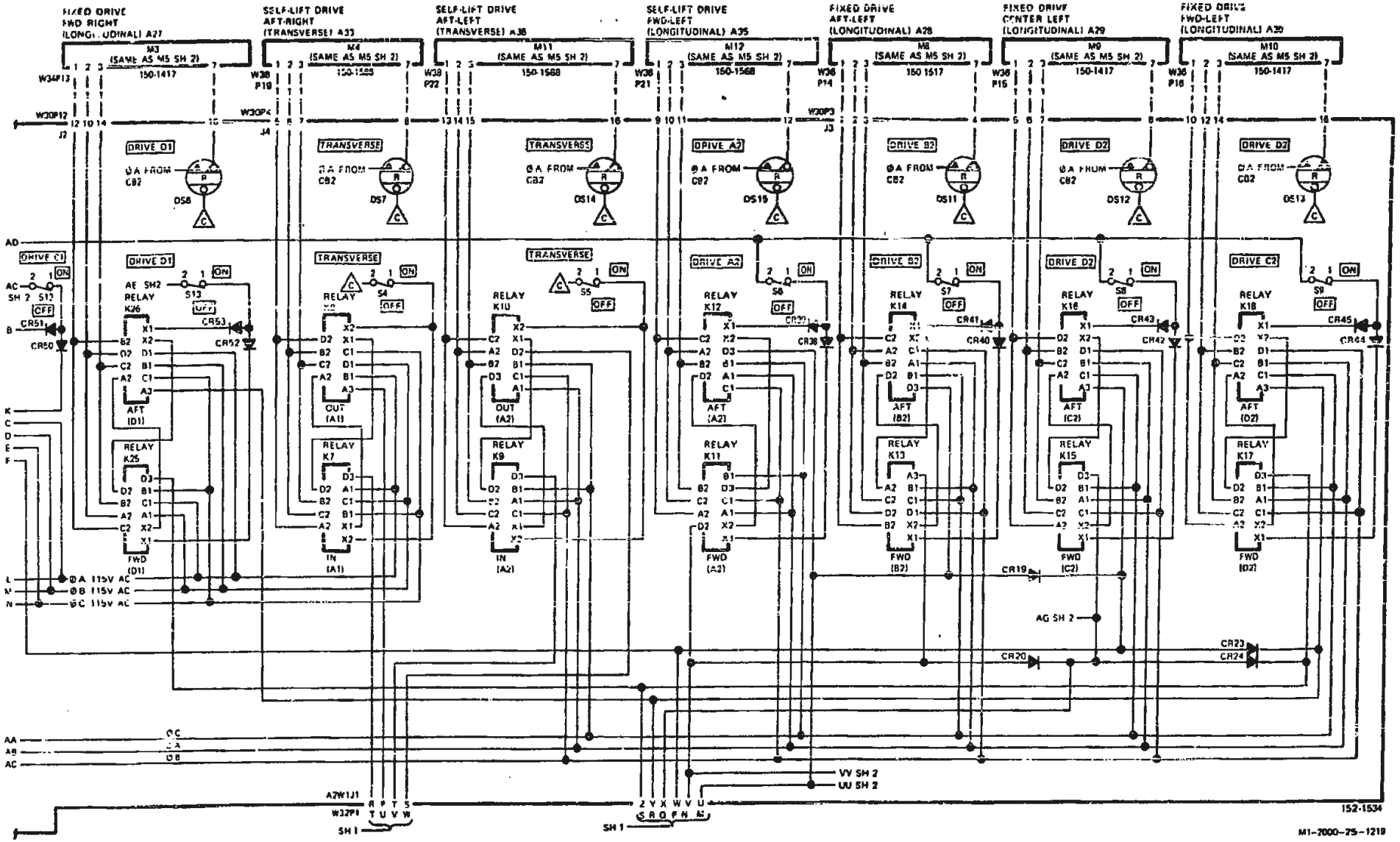
001B



Center Cargo Handling System Electrical Schematic
SCHEM 2 (Sheet 2)

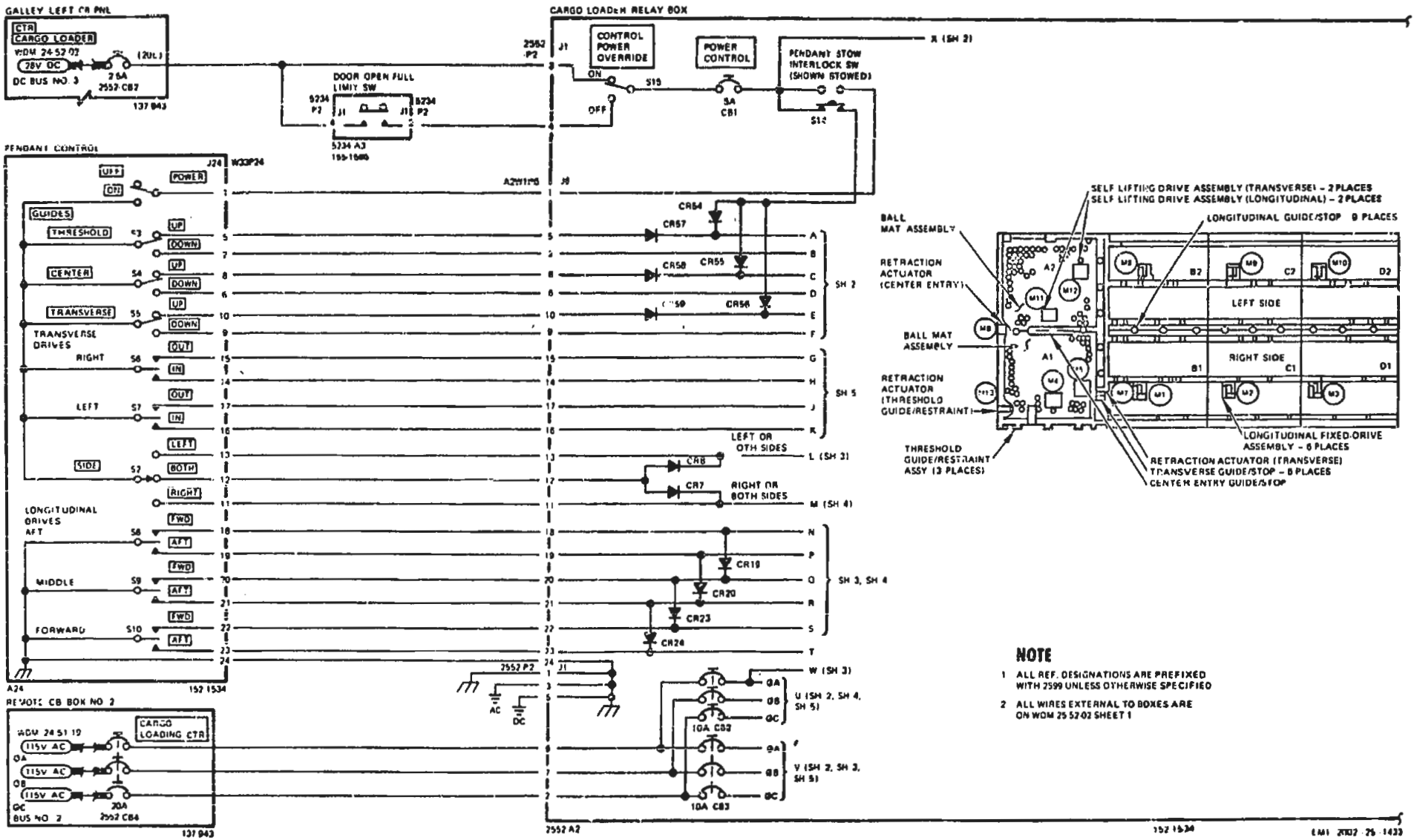
R EFFECTIVITY: 001-019 WITH SB25-147, AND 020-031
R WITHOUT SB25-228

0018



Center Cargo Handling System Electrical Schematic
SCHEM 2 (Sheet 3)

R EFFECTIVITY: 001-019 WITH SB25-147, AND 020-031
R WITHOUT SB25-228

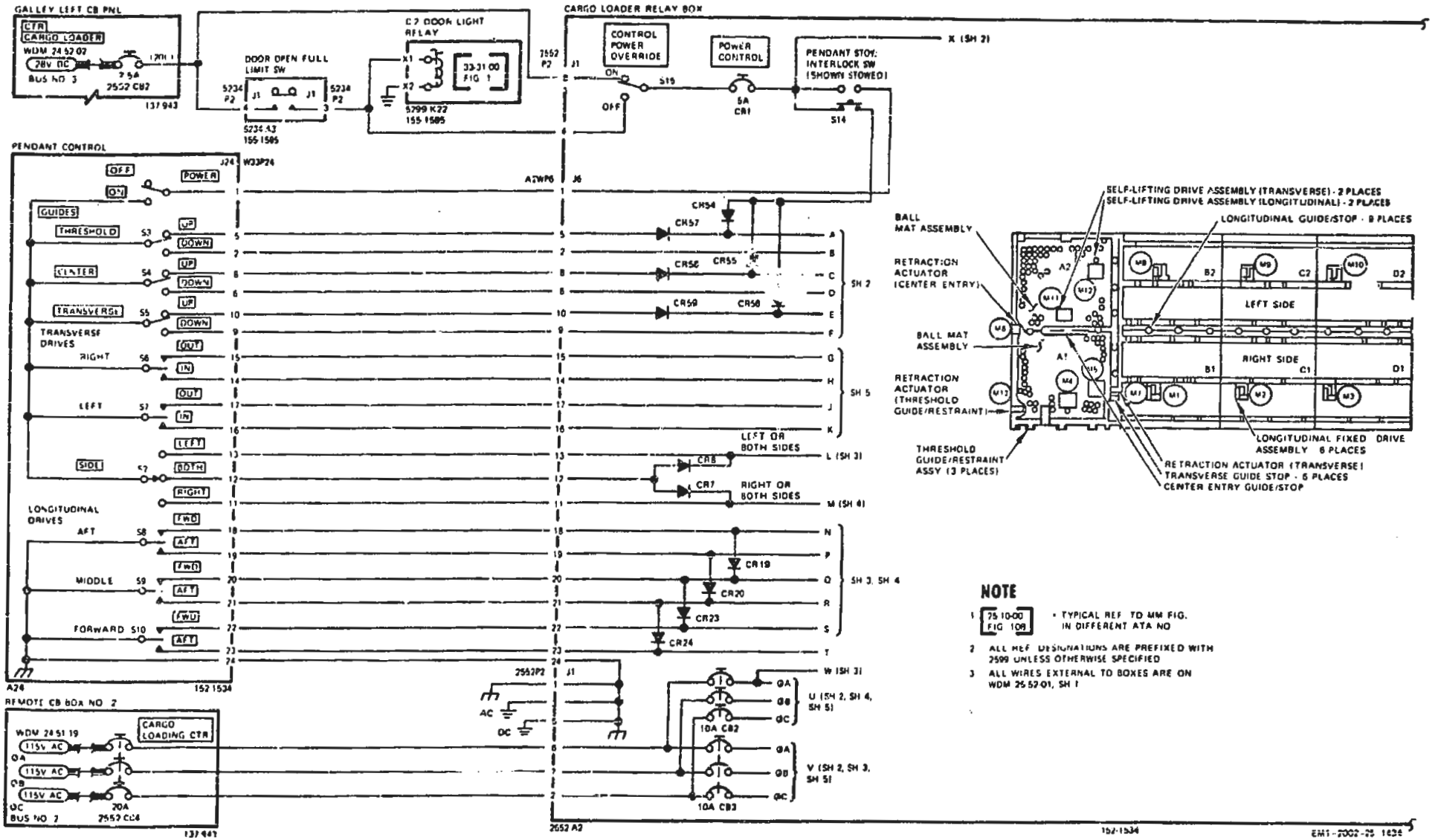


NOTE

1. ALL REF. DESIGNATIONS ARE PREFIXED WITH 2599 UNLESS OTHERWISE SPECIFIED
2. ALL WIRES EXTERNAL TO BOXES ARE ON WDM 25 52-02 SHEET 1

Center Cargo Handling System Electrical Schematic
SCHEM 2 (Sheet 1)

R EFFECTIVITY: 001-031 WITH SB25-228
R

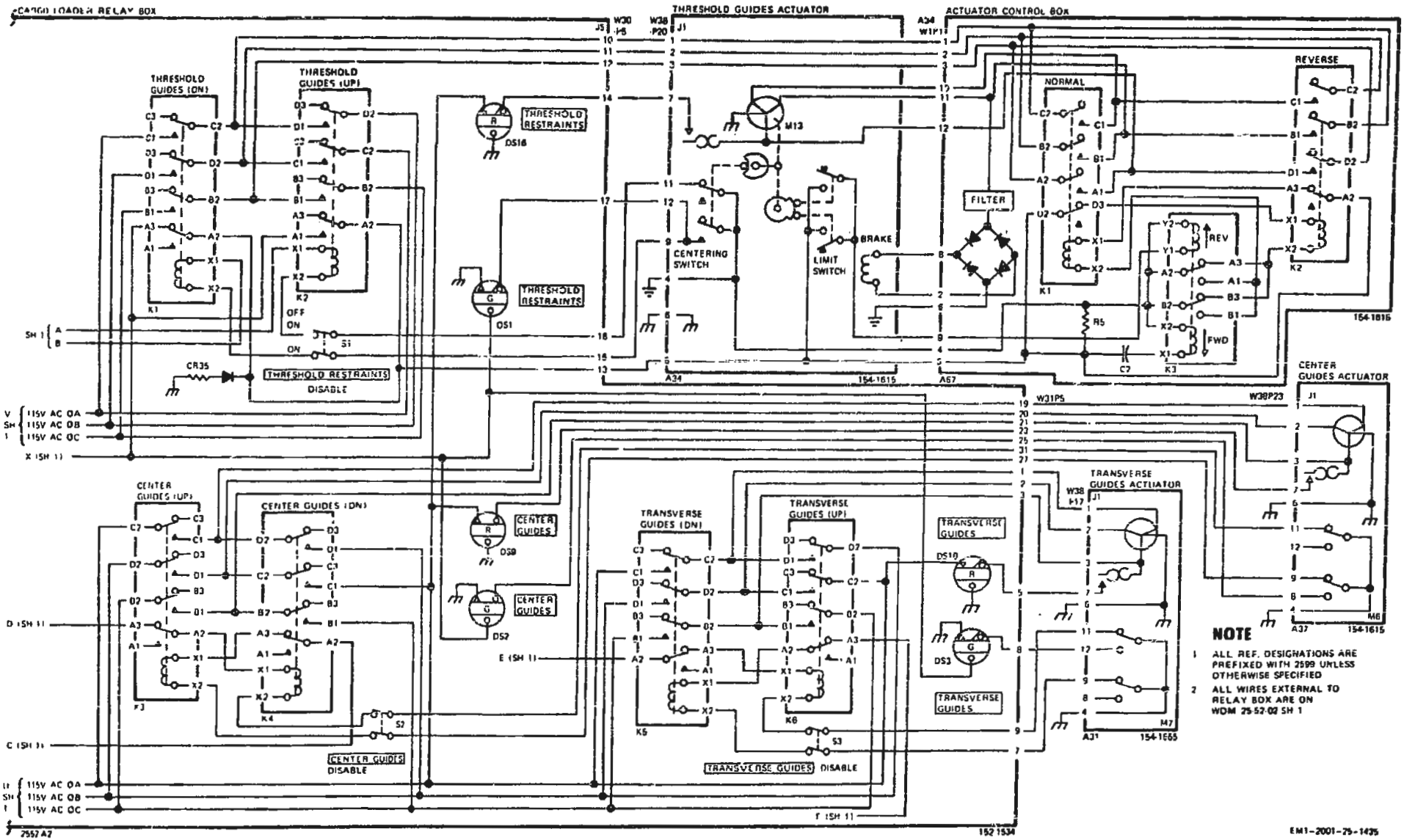


NOTE

1. 75 10-00 FIG 109 - TYPICAL REF TO MM FIG. IN DIFFERENT ATA NO
2. ALL REF DESIGNATIONS ARE PREFIXED WITH 2599 UNLESS OTHERWISE SPECIFIED
3. ALL WIRES EXTERNAL TO BOXES ARE ON WDM 25 52-01, SH 1

Center Cargo Handling System Electrical Schematic
SCHEM 2 (Sheet 1)

R EFFECTIVITY: 001-031 WITH SB25-228
R

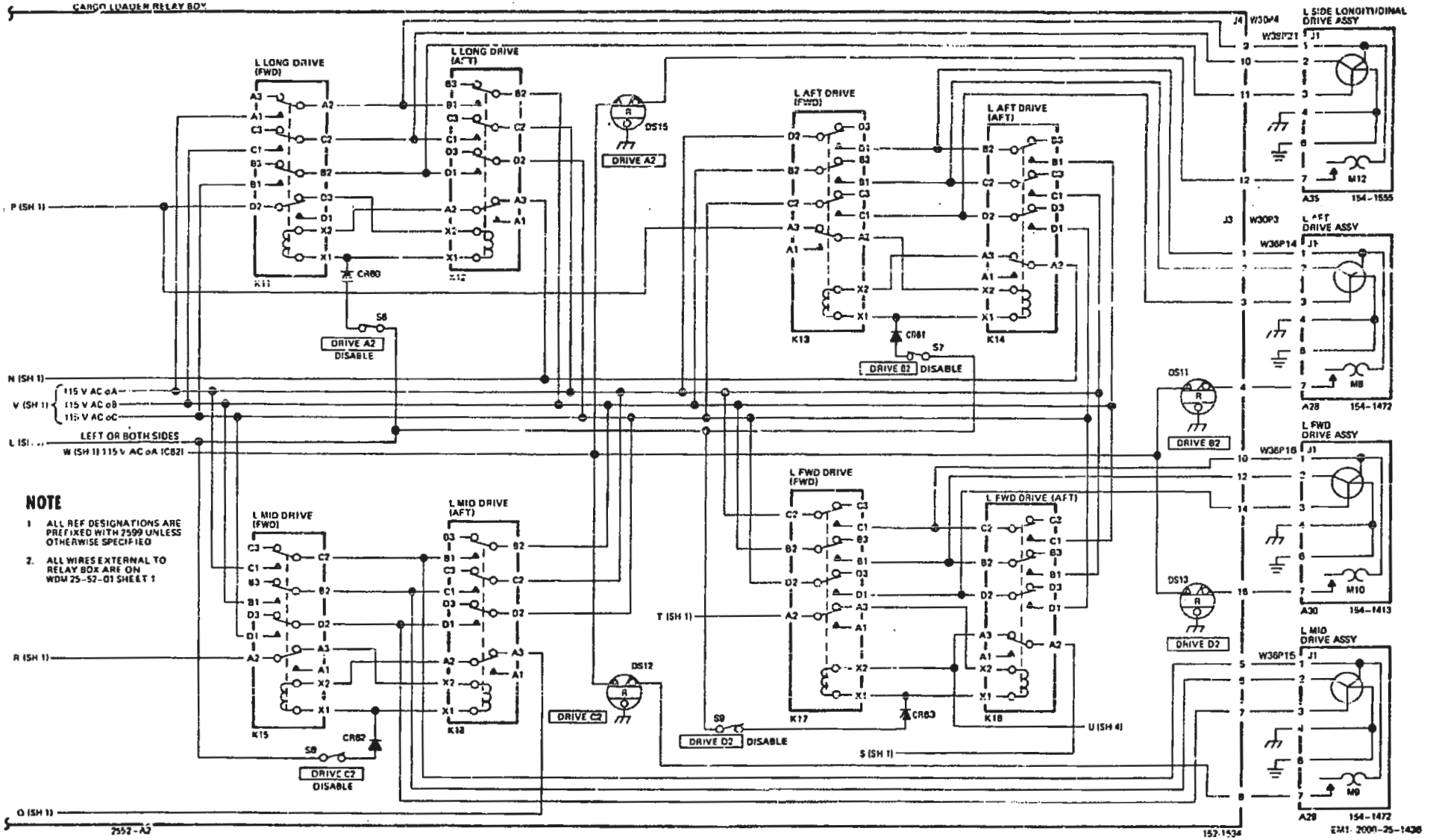


NOTE

1. ALL REF. DESIGNATIONS ARE PREFIXED WITH 2599 UNLESS OTHERWISE SPECIFIED
2. ALL WIRES EXTERNAL TO RELAY BOX ARE ON WDM 25-52-02 SH 1

Center Cargo Handling System Electrical Schematic
SCHEM 2 (Sheet 2)

R EFFECTIVITY: 001-031 WITH SB25-228
R

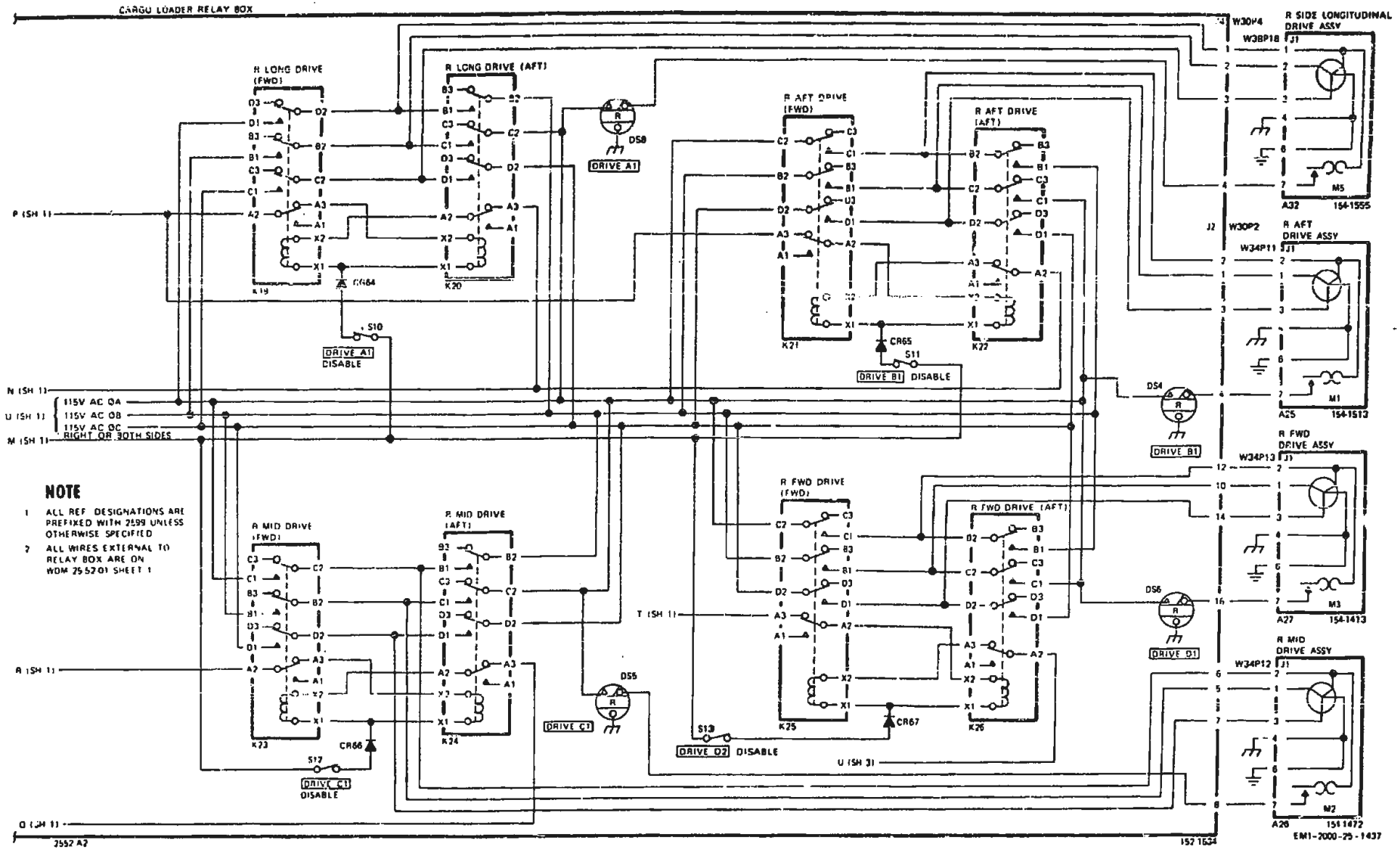


NOTE

1. ALL REF DESIGNATIONS ARE PREFIXED WITH 2599 UNLESS OTHERWISE SPECIFIED
2. ALL WIRES EXTERNAL TO RELAY BOX ARE ON WDM 25-52-01 SHEET 1

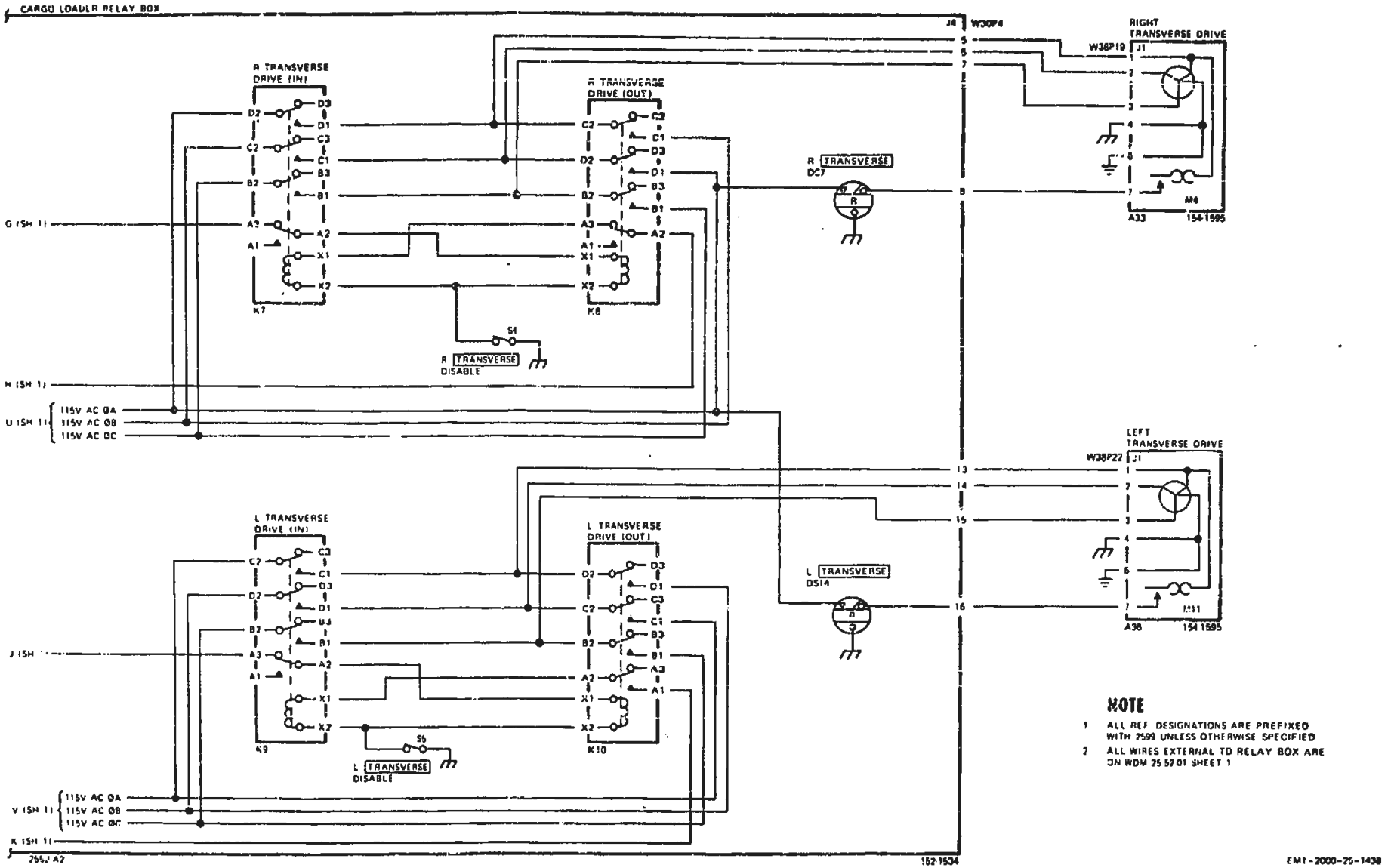
Center Cargo Handling System Electrical Schematic
SCHEM 2 (Sheet 3)

R EFFECTIVITY: 001-031 WITH SB25-228
R



Center Cargo Handling System Electrical Schematic
SCHEM 2 (Sheet 4)

R EFFECTIVITY: 001-031 WITH SB25-228



Center Cargo Handling System Electrical Schematic
SCHEM 2 (Sheet 5)

R EFFECTIVITY: 001-031 WITH SB25-228
R

R # CARGO HANDLING SYSTEM - FAULT ISOLATION

R 1. General

R The diagrams and schematics in this section can be used for fault isolation any time a fault is reported or suspected. The PREREQUISITES listed at the top of each fault isolation diagram must be satisfied prior to starting fault isolation. Uncommon abbreviations are defined on the fault code diagram or schematic.

R If the flight crew reports a trouble using a fault code number, the code number can be found in the Fault Isolation Reference Table in the Chapter 25 Fault Code Index. The index specifies the exact maintenance manual section, fault isolation diagram, and block number on the diagram where the fault isolation procedure should start. Schematics are included at the end of the section to supplement the fault code diagrams or as an aid in isolating a problem not covered on the diagrams.

R Refer to the Maintenance Manual Introduction for a more detailed discussion of the Fault Isolation Reporting Method (FIRM) and use of fault isolation diagrams/schematics.

R 2. Fault Isolation/Identification

R Table 101 lists the fault isolation diagrams and schematics in this section.

R TABLE 101

R FIGURE	TITLE
R 101	Component Location Index
R 102	Component Locator Diagram
R 103	Cargo Loading Control Power Abnormal Operation
R 104	Threshold Guide/Restraint Abnormal Operation
R 105	Transverse and Center Entry Guide/Stop Abnormal Operation
R 106	Longitudinal and Transverse Self-Lifting Drives Abnormal Operation
R 107	Forward and Center Cargo Handling System Layout

R TABLE 101 (Cont)

FIGURE	TITLE
108	Forward and Center Cargo Relay Box and Pendant

COMPONENT	QTY	AREA/ACCESS	REFERENCE
CIRCUIT BREAKERS:			
AC CARGO LOADING, FWD	1	MESC, RCCB BOX NO. 2	
AC CARGO LOADING, CTR	1	MESC, RCCB BOX NO. 2	
CARGO LOADER – FWD	1	GALLEY LEFT CB PNL (L19)	
CARGO LOADER – CTR	1	GALLEY LEFT CB PNL (L20)	
ACTUATORS:			
THRESHOLD GUIDES	1	FWD/CTR COMPARTMENT	25-52-14
TRANSVERSE GUIDE RAIL	1	FWD/CTR COMPARTMENT	25-52-50
LONGITUDINAL CENTER GUIDES	1	FWD/CTR COMPARTMENT	25-52-14
SELF-LIFTING DRIVE	10	FWD/CTR COMPARTMENT	25-52-00
THRESHOLD GUIDES ACTUATOR CONTROL BOX	1	FWD/CTR COMPARTMENT	25-52-37
THRESHOLD GUIDES	3	FWD/CTR COMPARTMENT	25-52-00
TRANSVERSE GUIDE RAIL	1	FWD/CTR COMPARTMENT	25-52-56
LONGITUDINAL CENTER GUIDES ASSEMBLY	1	FWD/CTR COMPARTMENT	25-52-12
PENDANT CONTROL	1	FWD/CTR COMPARTMENT	25-52-02
RELAY CONTROL BOX	1	FWD/CTR COMPARTMENT	25-52-00

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R Component Location Index
R Figure 101

R EFFECTIVITY: 032-999

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R
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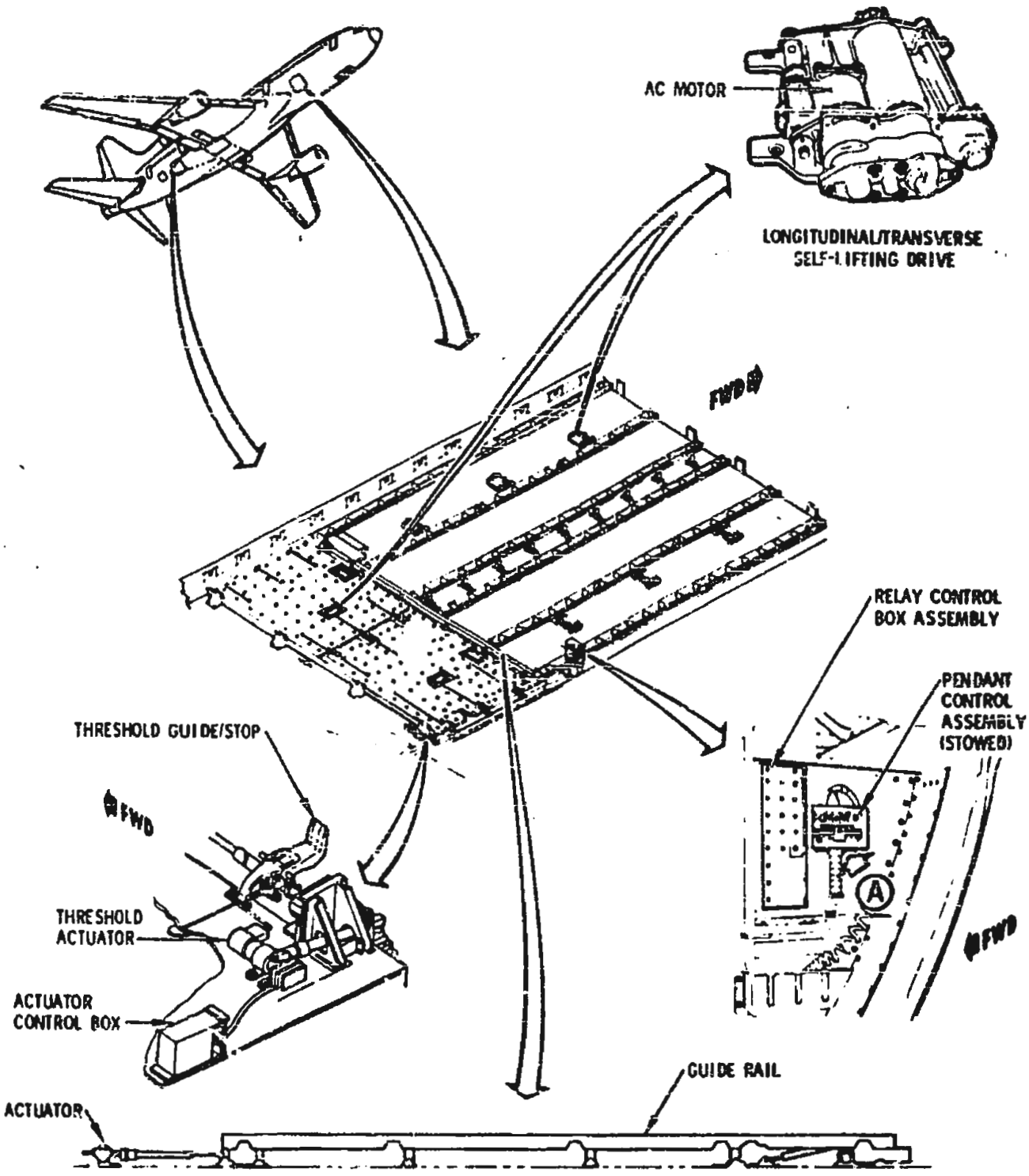

R
R Component Locator Diagram
Figure 102

R EFFECTIVITY: 032-999

R
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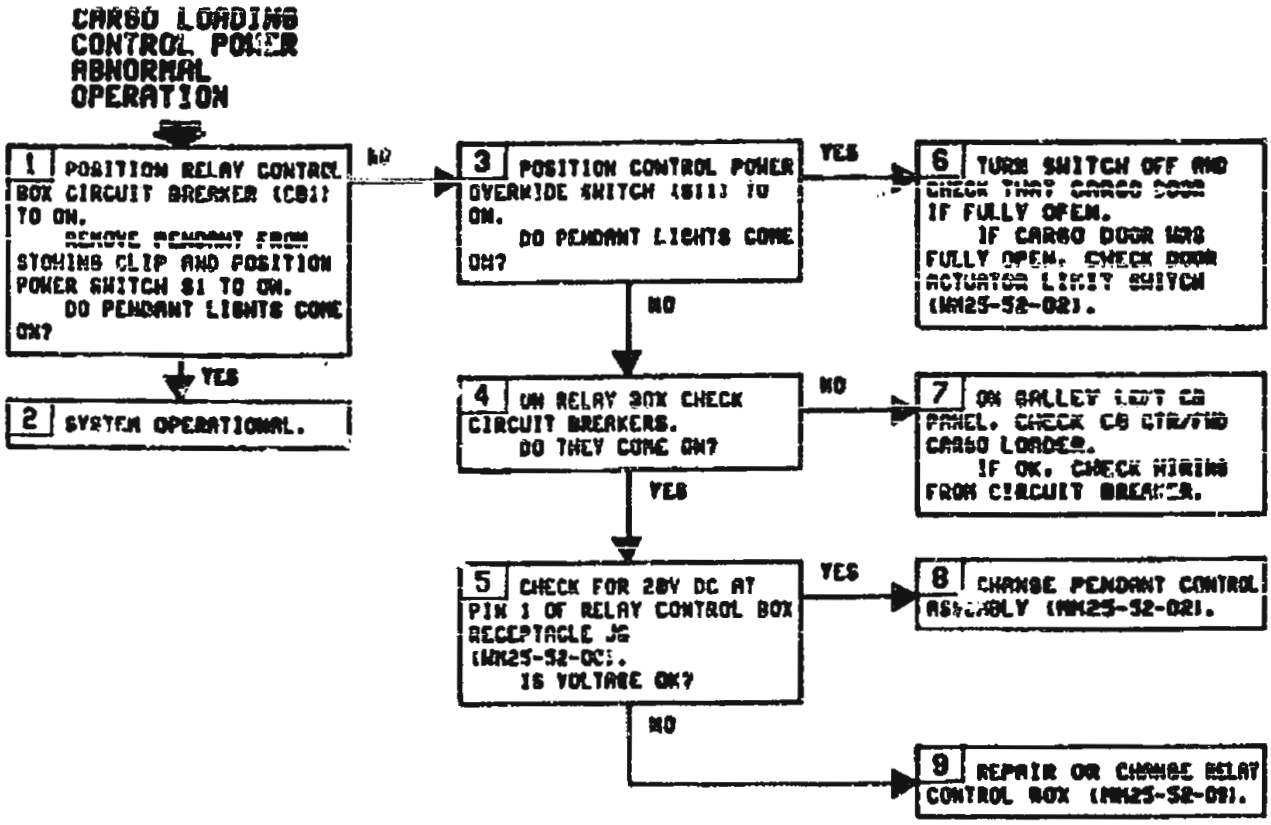
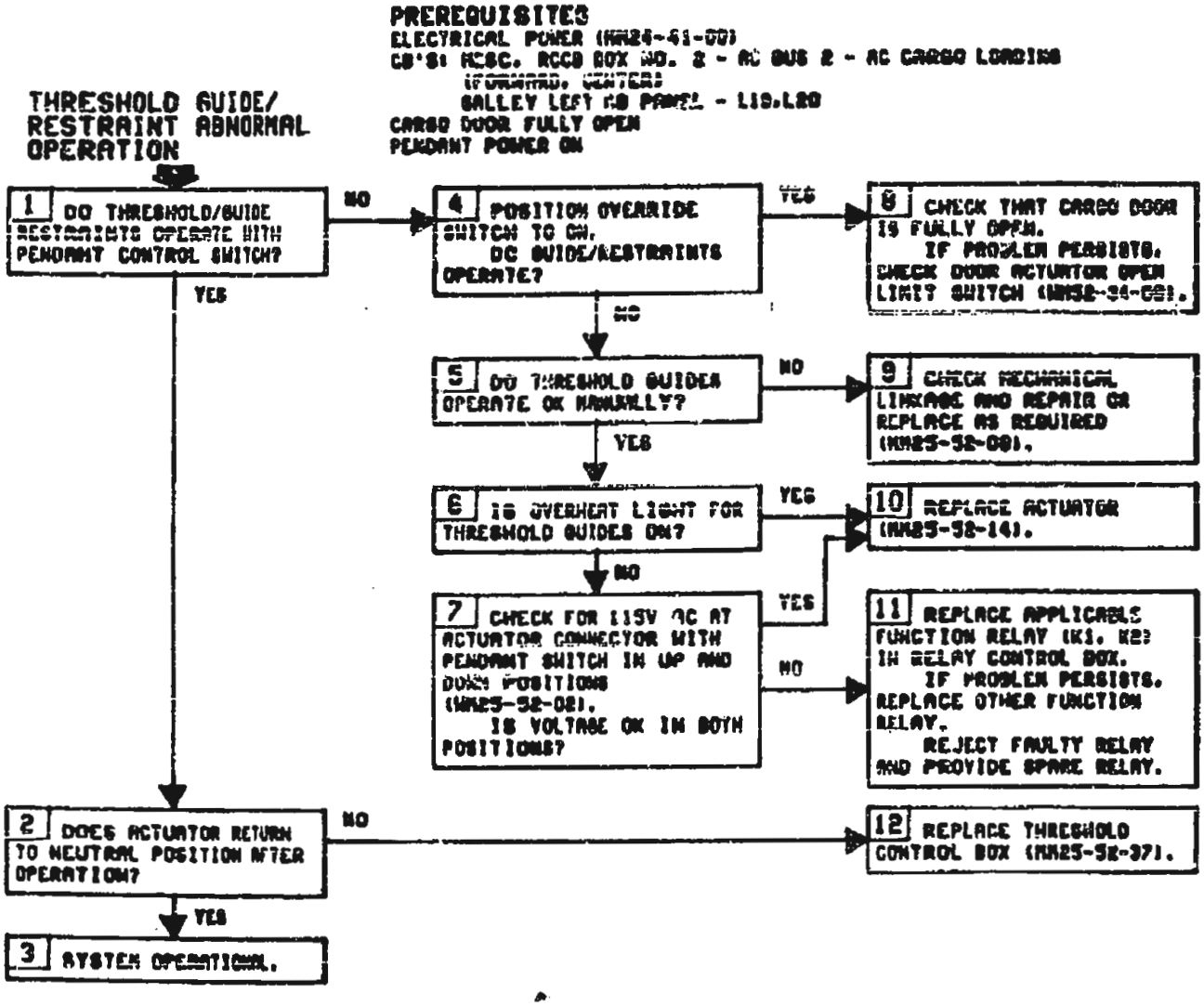
PREREQUISITES
ELECTRICAL POWER (MM24-41-00)
CB'S: MESC RCCB BOX NO. 2-AC BUS 2-AC CARGO LOADING (FORWARD, CENTER)
GALLEY LEFT CB PANEL-L19, L20
CARGO DOOR FULLY OPEN


CARGO LOADING CONTROL POWER ABNORMAL OPERATION
1 POSITION RELAY CONTROL BOX CIRCUIT BREAKER (CB1) TO ON.
REMOVE PENDANT FROM STOWING CLIP AND POSITION POWER SWITCH S1 TO ON.
DO PENDANT LIGHTS COME ON?
NO
YES
2 SYSTEM OPERATIONAL.
3 POSITION CONTROL POWER OVERRIDE SWITCH (S11) TO ON.
DO PENDANT LIGHTS COME ON?
YES
NO
6 TURN SWITCH OFF AND CHECK THAT CARGO DOOR IF FULLY OPEN.
IF CARGO DOOR WAS FULLY OPEN, CHECK DOOR ACTUATOR LIMIT SWITCH (MM25-52-02).
4 ON RELAY BOX CHECK CIRCUIT BREAKERS.
DO THEY COME ON?
NO
YES
7 ON GALLEY LEFT CB PANEL, CHECK CB CTR/FWD CARGO LOADER.
IF OK, CHECK WIRING FROM CIRCUIT BREAKER.
5 CHECK FOR 28V DC AT PIN 1 OF RELAY CONTROL BOX RECEPTACLE J6 (MM25-52-00).
IS VOLTAGE OK?
YES
NO
8 CHANGE PENDANT CONTROL ASSEMBLY (MM25-52-02).
9 REPAIR OR CHANGE RELAY CONTROL BOX (MM25-52-00).

Cargo Loading Control Power Abnormal Operation
Figure 103

EFFECTIVITY: 032-999


PREREQUISITES
ELECTRICAL POWER (MM24-41-00)
CB'S: MISC. RCCB BOX NO. 2 - AC BUS 2 - AC CARGO LOADING
(FORWARD, CENTER)
GALLEY LEFT AB PANEL - L19,L20
CARGO DOOR FULLY OPEN
PENDANT POWER ON
THRESHOLD GUIDE/ RESTRAINT ABNORMAL OPERATION
1 DO THRESHOLD/GUIDE RESTRAINTS OPERATE WITH PENDANT CONTROL SWITCH?
NO
YES
4 POSITION OVERRIDE SWITCH TO ON. DO GUIDE/RESTRAINTS OPERATE?
YES
8 CHECK THAT CARGO DOOR IS FULLY OPEN. IF PROBLEM PERSISTS, CHECK DOOR ACTUATOR OPEN LIMIT SWITCH (MM52-34-021).
NO
5 DO THRESHOLD GUIDES OPERATE OK MANUALLY?
NO
9 CHECK MECHANICAL LINKAGE AND REPAIR OR REPLACE AS REQUIRED (MM25-52-08).
YES
6 IS OVERHEAT LIGHT FOR THRESHOLD GUIDES ON?
YES
10 REPLACE ACTUATOR (MM25-52-14).
NO
7 CHECK FOR 115V AC AT ACTUATOR CONNECTOR WITH PENDANT SWITCH IN UP AND DOWN POSITIONS (MM25-52-02). IS VOLTAGE OK IN BOTH POSITIONS?
YES
NO
11 REPLACE APPLICABLE FUNCTION RELAY (K1, K2) IN RELAY CONTROL BOX. IF PROBLEM PERSISTS, REPLACE OTHER FUNCTION RELAY. REJECT FAULTY RELAY AND PROVIDE SPARE RELAY.
2 DOES ACTUATOR RETURN TO NEUTRAL POSITION AFTER OPERATION?
NO
12 REPLACE THRESHOLD CONTROL BOX (MM25-52-37).
YES
3 SYSTEM OPERATIONAL.

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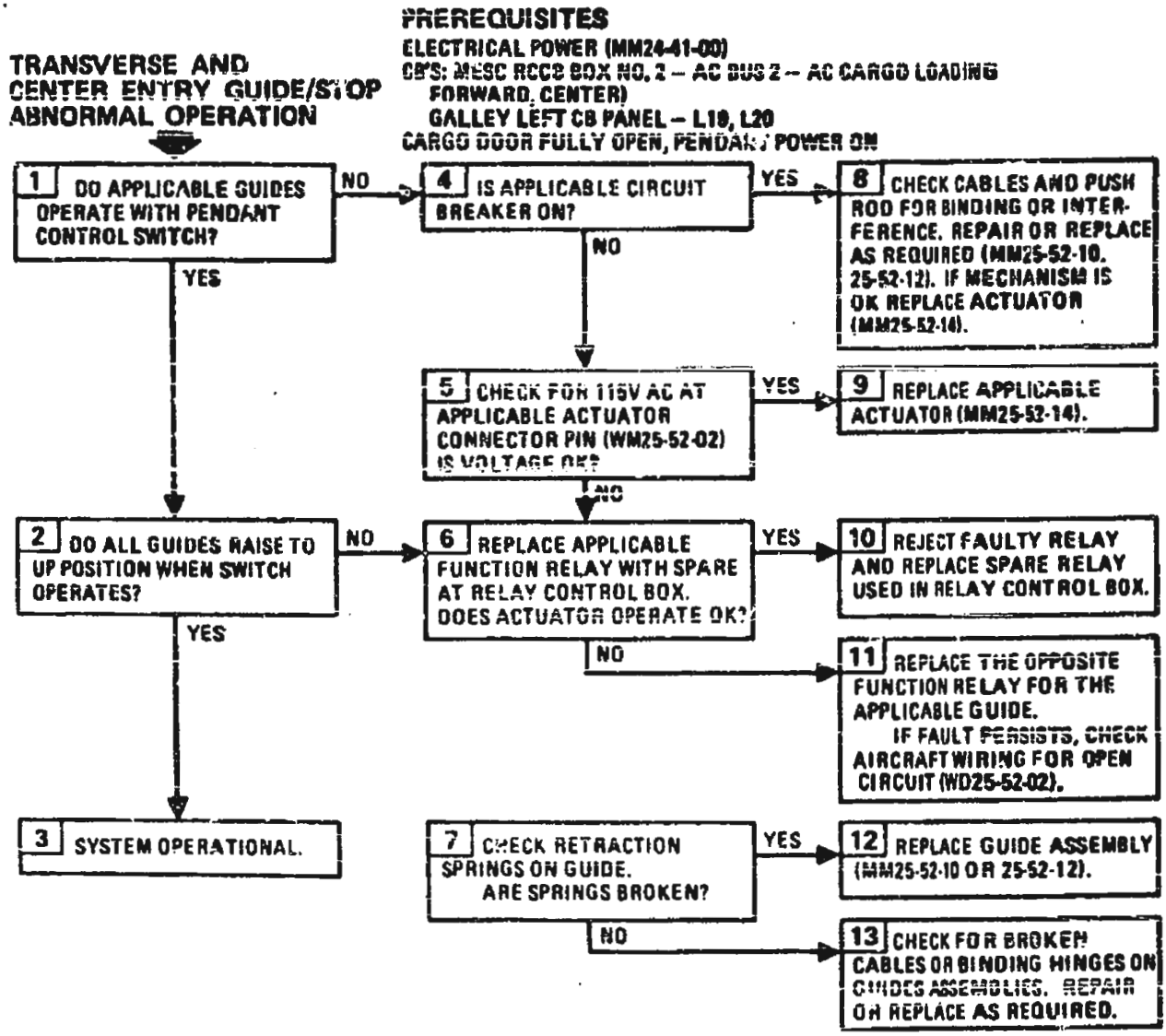
R Threshold Guide/Restraint Abnormal Operation
R Figure 104

R EFFECTIVITY: 032-999


TRANSVERSE AND CENTER ENTRY GUIDE/STOP ABNORMAL OPERATION
PREREQUISITES
ELECTRICAL POWER (MM24-41-00)
CB'S: MISC RCCB BOX NO. 2 – AC BUS 2 – AC CARGO LOADING FORWARD, CENTER)
GALLEY LEFT CB PANEL – L19, L20
CARGO DOOR FULLY OPEN, PENDANT POWER ON
1 DO APPLICABLE GUIDES OPERATE WITH PENDANT CONTROL SWITCH?
NO
YES
2 DO ALL GUIDES RAISE TO UP POSITION WHEN SWITCH OPERATES?
NO
YES
3 SYSTEM OPERATIONAL.
4 IS APPLICABLE CIRCUIT BREAKER ON?
YES
NO
8 CHECK CABLES AND PUSH ROD FOR BINDING OR INTERFERENCE. REPAIR OR REPLACE AS REQUIRED (MM25-52-10, 25-52-12). IF MECHANISM IS OK REPLACE ACTUATOR (MM25-52-14).
5 CHECK FOR 115V AC AT APPLICABLE ACTUATOR CONNECTOR PIN (WM25-52-02) IS VOLTAGE OK?
YES
9 REPLACE APPLICABLE ACTUATOR (MM25-52-14).
NO
6 REPLACE APPLICABLE FUNCTION RELAY WITH SPARE AT RELAY CONTROL BOX. DOES ACTUATOR OPERATE OK?
YES
10 REJECT FAULTY RELAY AND REPLACE SPARE RELAY USED IN RELAY CONTROL BOX.
NO
11 REPLACE THE OPPOSITE FUNCTION RELAY FOR THE APPLICABLE GUIDE.
IF FAULT PERSISTS, CHECK AIRCRAFT WIRING FOR OPEN CIRCUIT (WD25-52-02).
7 CHECK RETRACTION SPRINGS ON GUIDE. ARE SPRINGS BROKEN?
YES
12 REPLACE GUIDE ASSEMBLY (MM25-52-10 OR 25-52-12).
NO
13 CHECK FOR BROKEN CABLES OR BINDING HINGES ON GUIDES ASSEMBLIES. REPAIR OR REPLACE AS REQUIRED.

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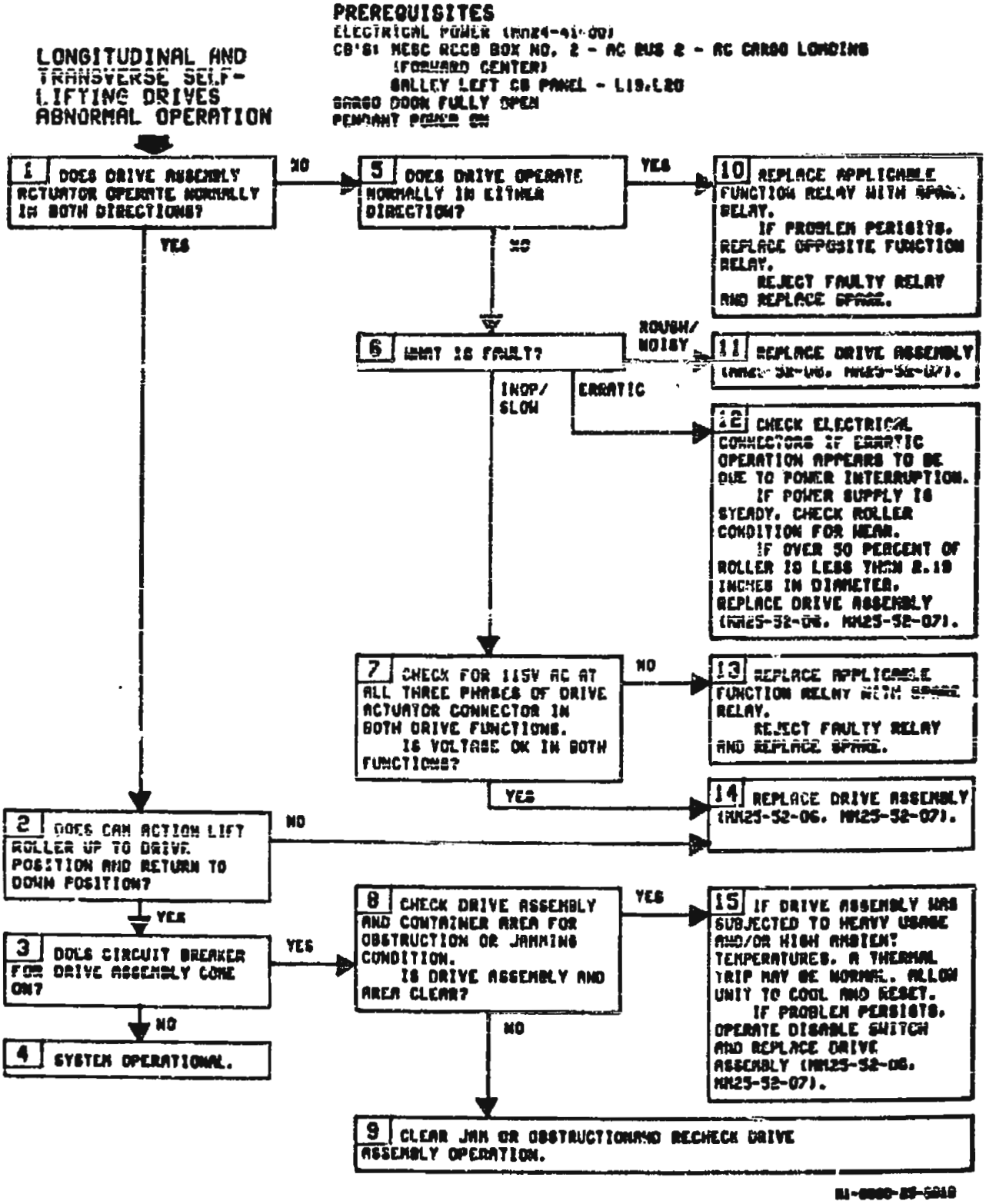
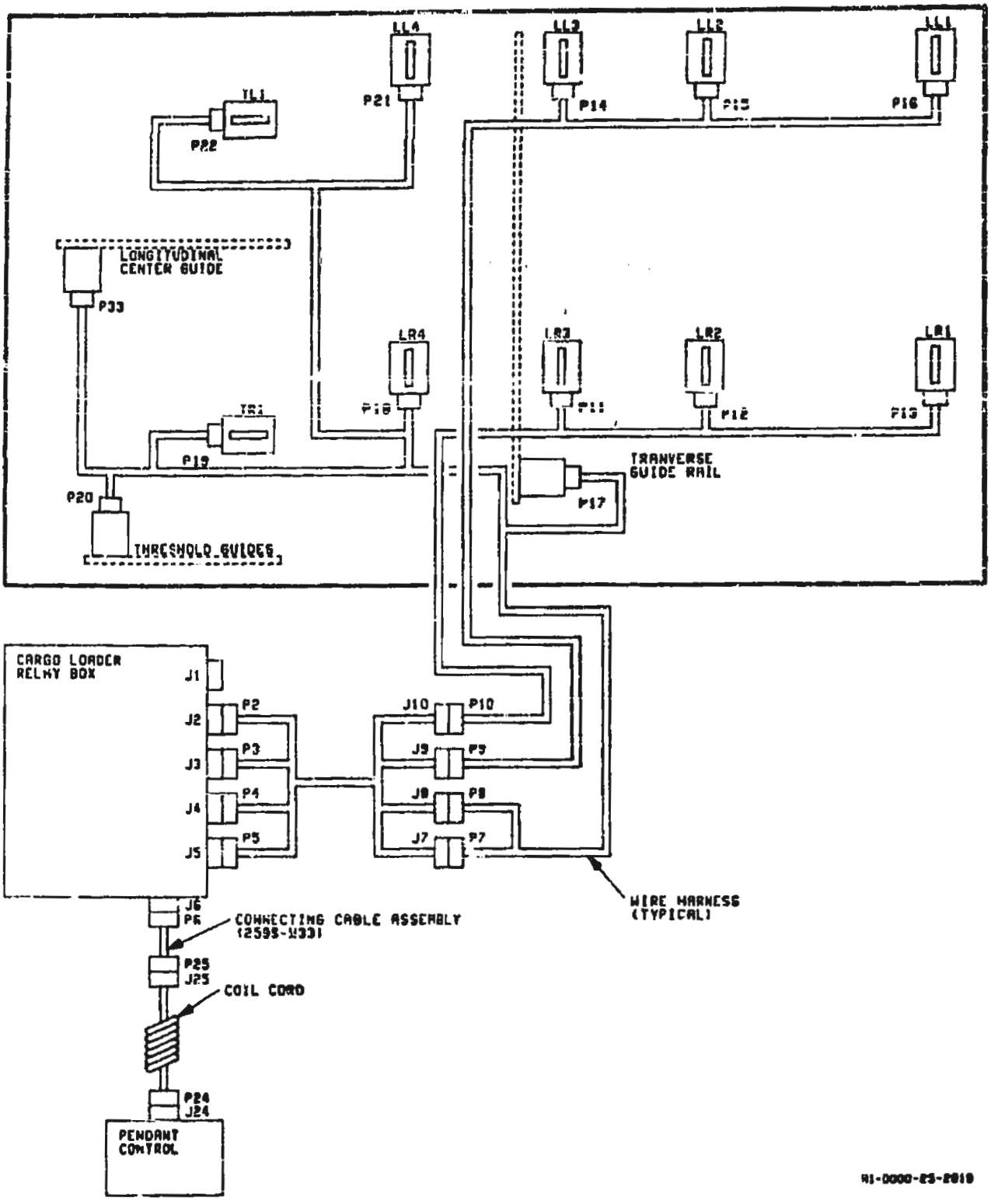
R Transverse and Center Entry Guide/Stop Abnormal Operation
R Figure 105

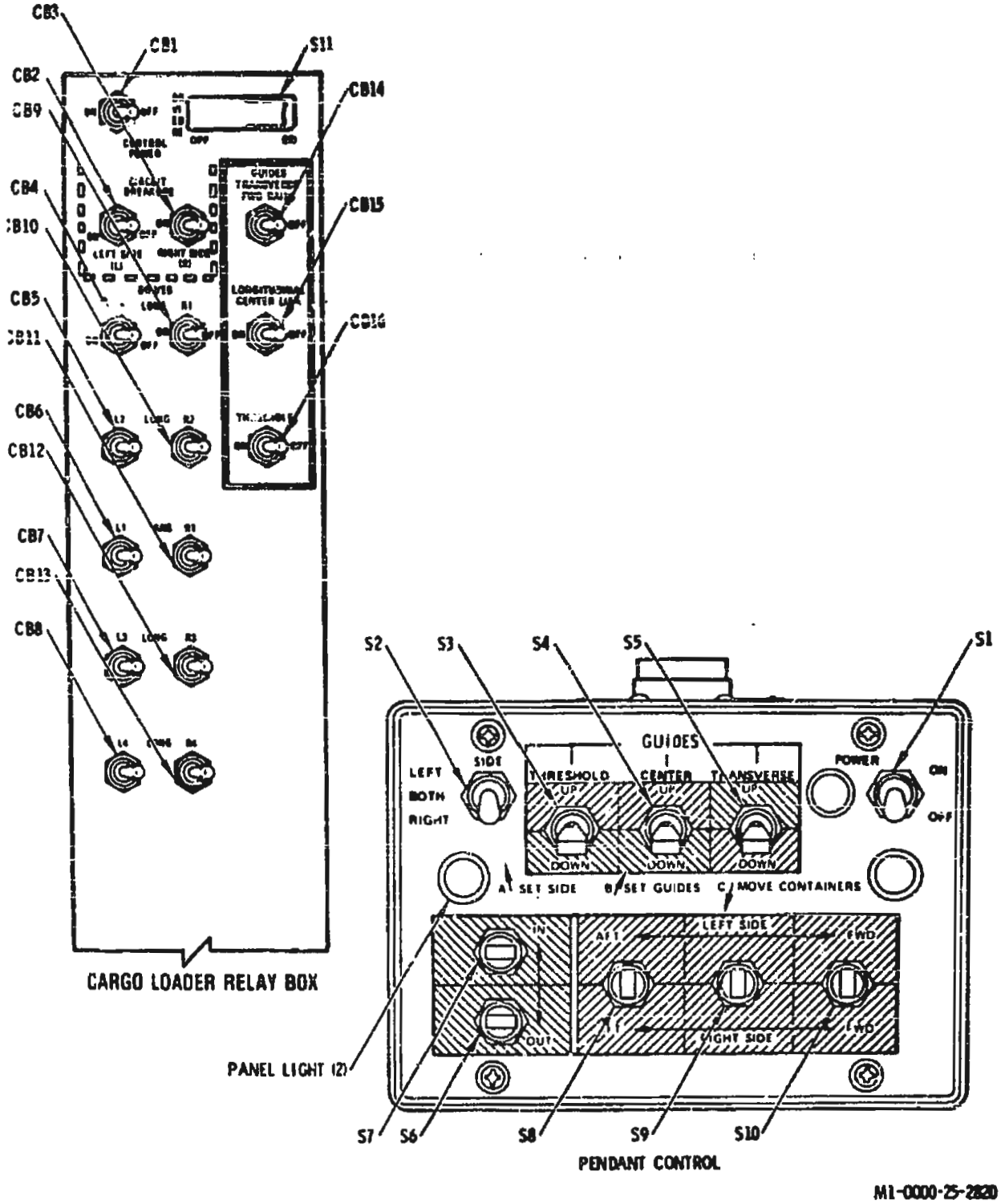

LONGITUDINAL AND TRANSVERSE SELF-LIFTING DRIVES ABNORMAL OPERATION
PREREQUISITES
ELECTRICAL POWER (MM24-41-00)
CB'S: MESC RCCB BOX NO. 2 - AC BUS 2 - AC CARGO LOADING (FORWARD CENTER)
GALLEY LEFT CB PANEL - L19,L20
CARGO DOOR FULLY OPEN
PENDANT POWER ON
1 DOES DRIVE ASSEMBLY ACTUATOR OPERATE NORMALLY IN BOTH DIRECTIONS?
NO
YES
5 DOES DRIVE OPERATE NORMALLY IN EITHER DIRECTION?
YES
NO
10 REPLACE APPLICABLE FUNCTION RELAY WITH SPARE RELAY.
IF PROBLEM PERSISTS, REPLACE OPPOSITE FUNCTION RELAY.
REJECT FAULTY RELAY AND REPLACE SPARE.
6 WHAT IS FAULT?
ROUGH/ NOISY
11 REPLACE DRIVE ASSEMBLY (MM25-52-06, MM25-52-07).
INOP/ SLOW
ERRATIC
12 CHECK ELECTRICAL CONNECTORS IF ERRATIC OPERATION APPEARS TO BE DUE TO POWER INTERRUPTION.
IF POWER SUPPLY IS STEADY, CHECK ROLLER CONDITION FOR WEAR.
IF OVER 50 PERCENT OF ROLLER IS LESS THAN 2.19 INCHES IN DIAMETER, REPLACE DRIVE ASSEMBLY (MM25-52-06, MM25-52-07).
7 CHECK FOR 115V AC AT ALL THREE PHASES OF DRIVE ACTUATOR CONNECTOR IN BOTH DRIVE FUNCTIONS.
IS VOLTAGE OK IN BOTH FUNCTIONS?
NO
13 REPLACE APPLICABLE FUNCTION RELAY WITH SPARE RELAY.
REJECT FAULTY RELAY AND REPLACE SPARE.
YES
14 REPLACE DRIVE ASSEMBLY (MM25-52-06, MM25-52-07).
2 DOES CAM ACTION LIFT ROLLER UP TO DRIVE POSITION AND RETURN TO DOWN POSITION?
NO
YES
3 DOES CIRCUIT BREAKER FOR DRIVE ASSEMBLY COME ON?
YES
NO
4 SYSTEM OPERATIONAL.
8 CHECK DRIVE ASSEMBLY AND CONTAINER AREA FOR OBSTRUCTION OR JAMMING CONDITION.
IS DRIVE ASSEMBLY AND AREA CLEAR?
YES
NO
15 IF DRIVE ASSEMBLY WAS SUBJECTED TO HEAVY USAGE AND/OR HIGH AMBIENT TEMPERATURES, A THERMAL TRIP MAY BE NORMAL. ALLOW UNIT TO COOL AND RESET.
IF PROBLEM PERSISTS, OPERATE DISABLE SWITCH AND REPLACE DRIVE ASSEMBLY (MM25-52-06, MM25-52-07).
9 CLEAR JAM OR OBSTRUCTION AND RECHECK DRIVE ASSEMBLY OPERATION.

R Longitudinal and Transverse Self-Lifting Drives Abnormal Operation
R Figure 106



R
R Forward and Center Cargo Handling System Layout
Figure 107

R EFFECTIVITY: 032-999



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R Forward and Center Cargo Relay Box and Pendant
R Figure 108

R EFFECTIVITY: 032-999

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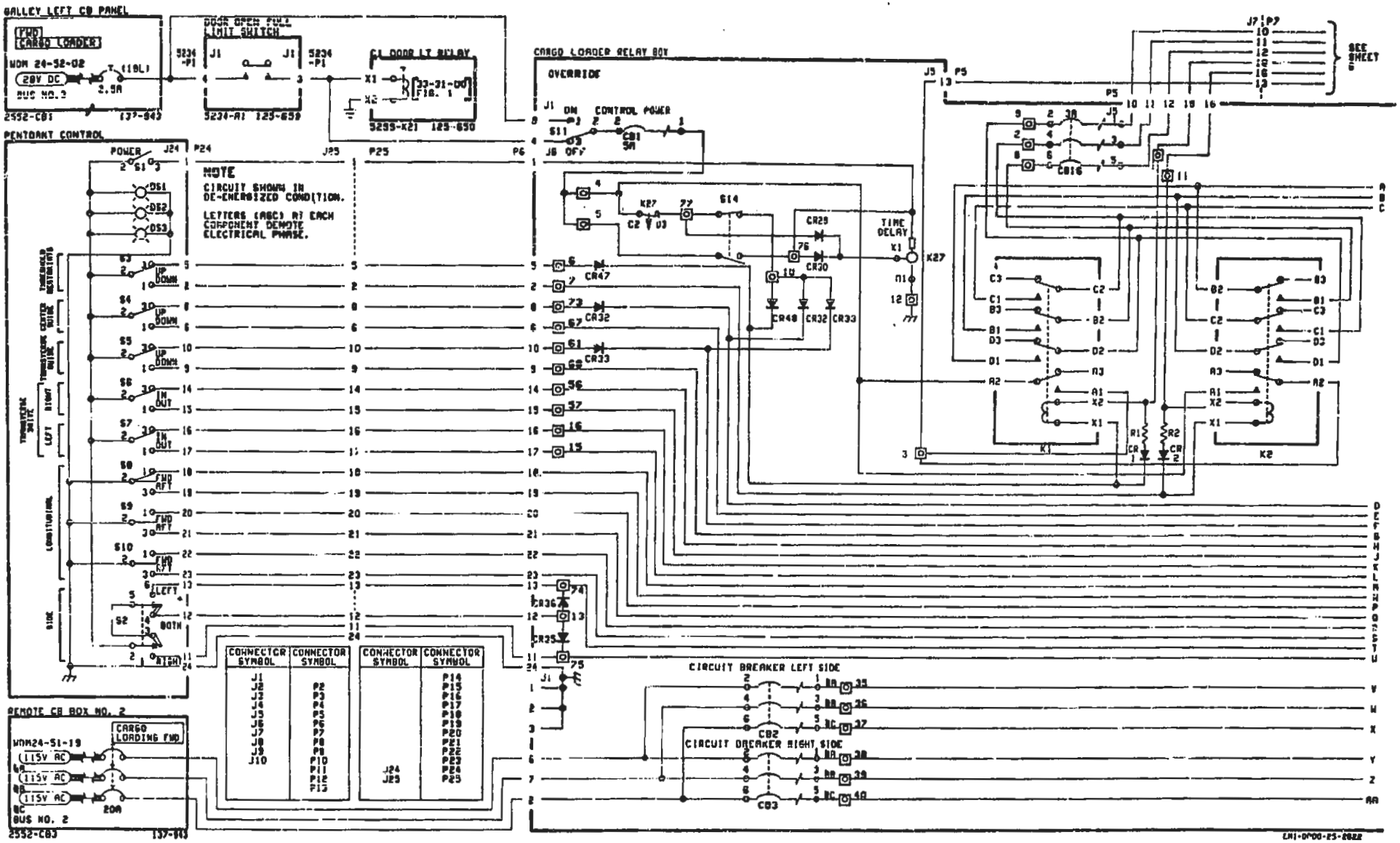
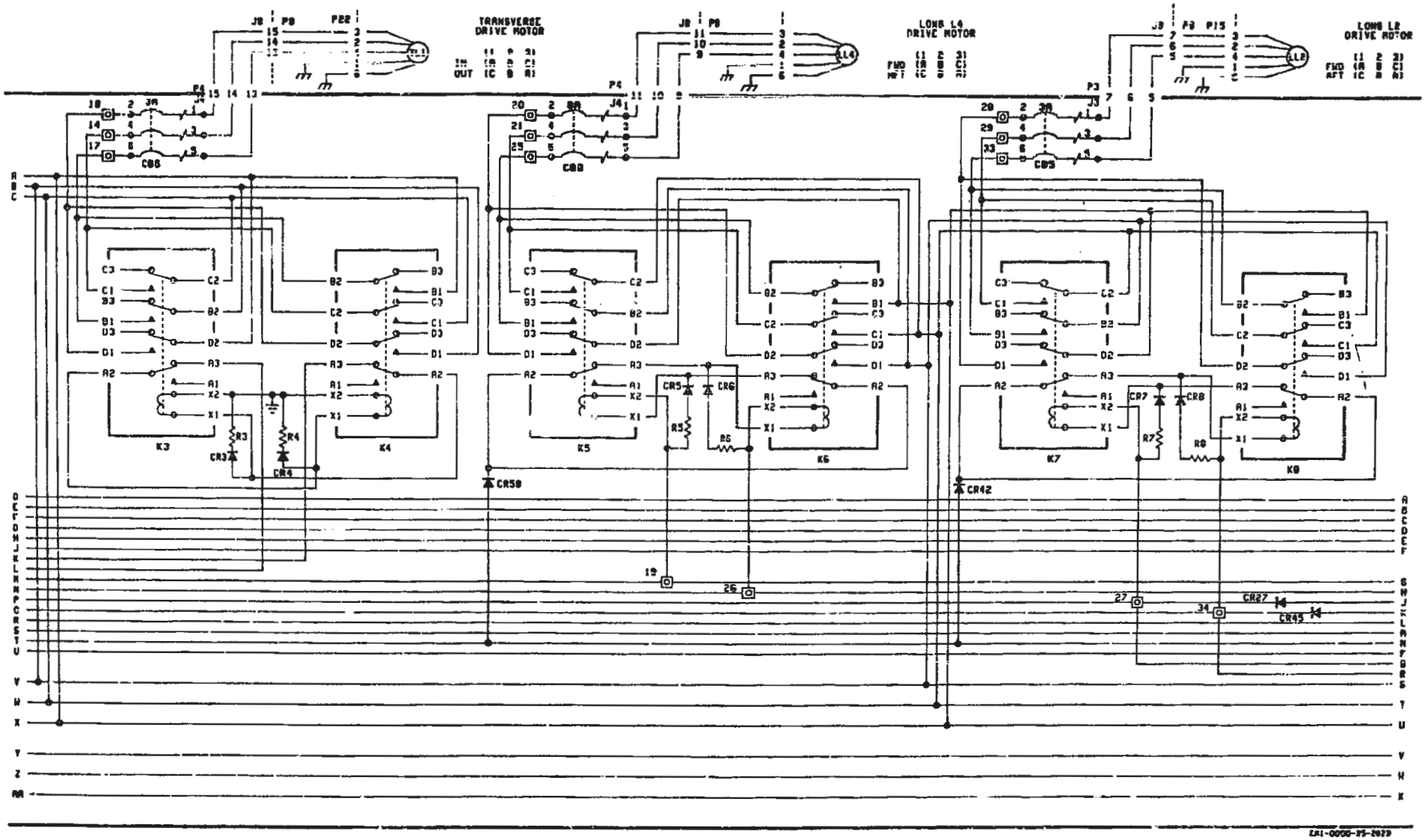


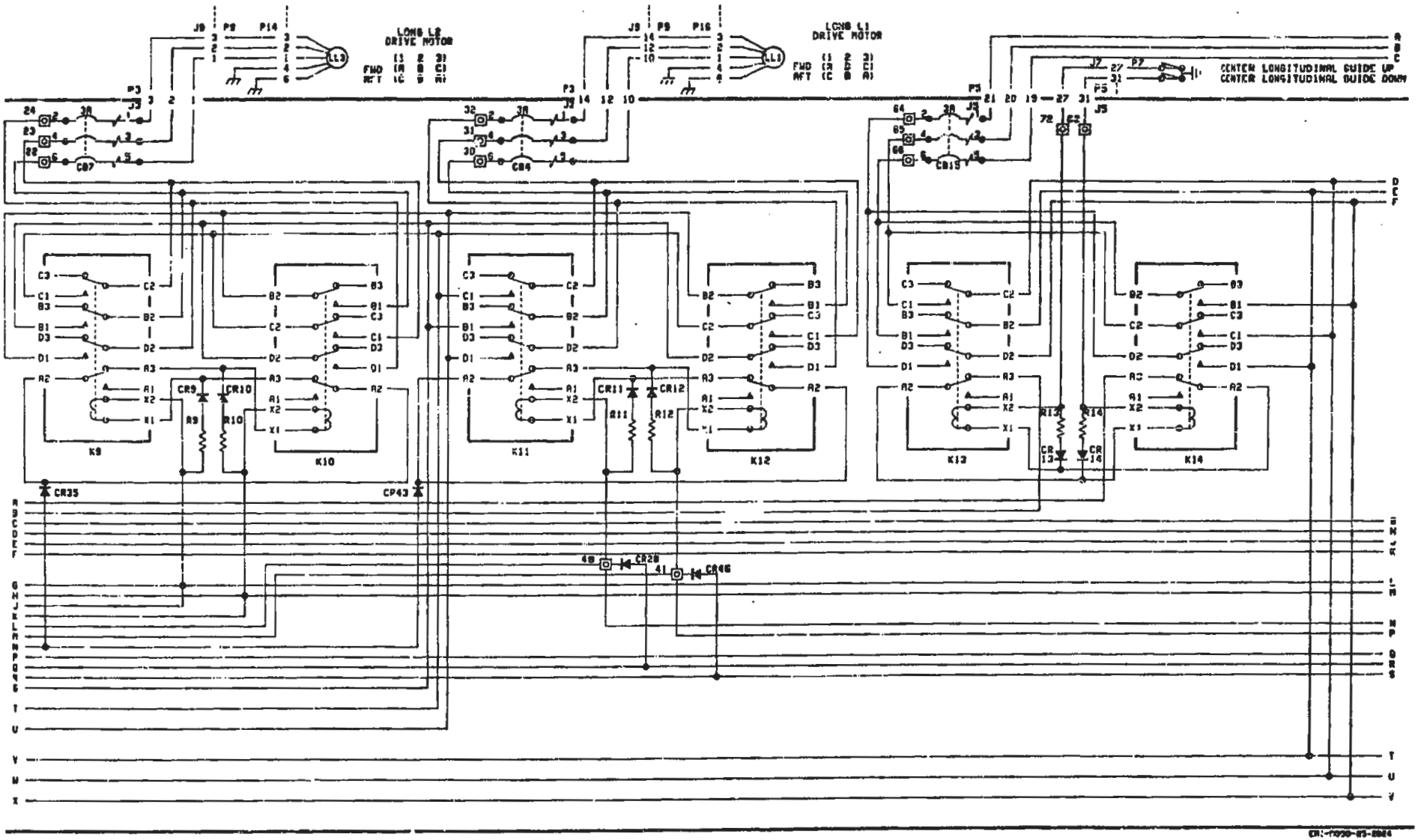
R Forward and Center Cargo Handling System Electrical Schematic
R SCHEM 1 (Sheet 1)

R EFFECTIVITY: 032-999



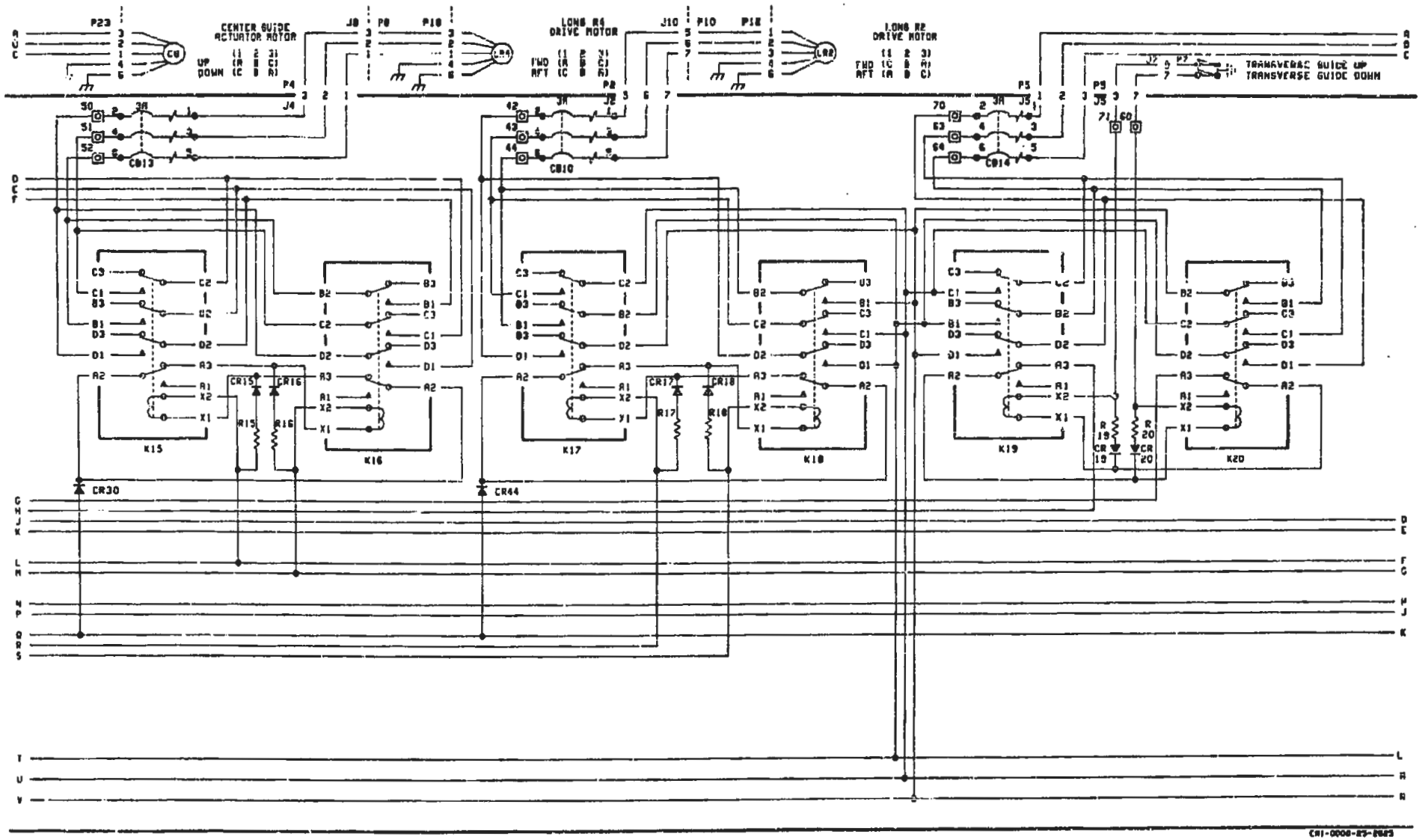
R Forward and Center Cargo Handling System Electrical Schematic
R SCHEM 1 (Sheet 2)

R EFFECTIVITY: 032-999



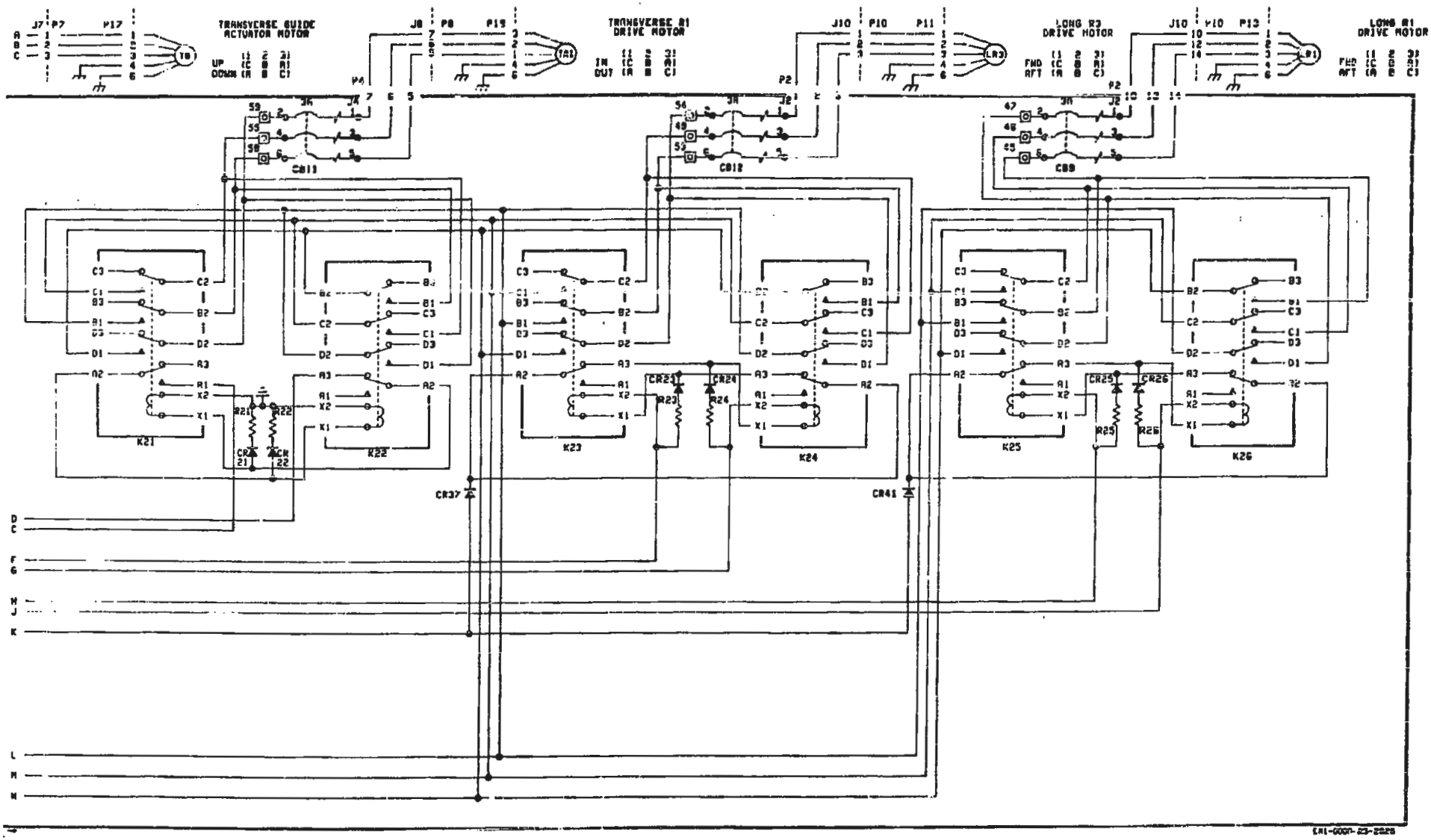
R Forward and Center Cargo Handling System Electrical Schematic
R SCHEM 1 (Sheet 3)

R EFFECTIVITY: 032-999



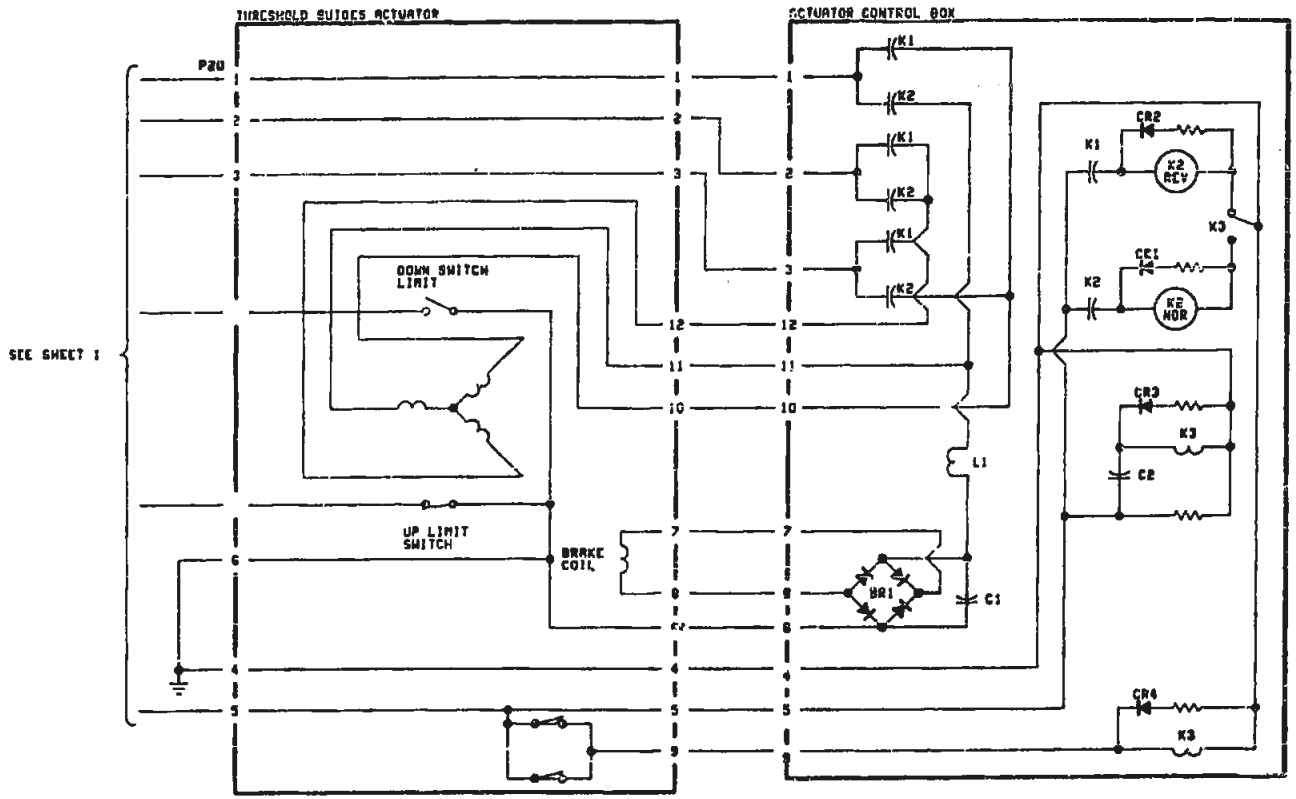
R Forward and Center Cargo Handling System Electrical Schematic
R SCHEM 1 (Sheet 4)

R EFFECTIVITY: 032-999



R Forward and Center Cargo Handling System Electrical Schematic
R SCHEM 1 (Sheet 5)

R EFFECTIVITY: 032-999



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R Forward and Center Cargo Handling System Electrical Schematic
R SCHEM 1 (Sheet 6)

R EFFECTIVITY: 032-999
R
R

R MISSING OR INOPERATIVE CARGO RESTRAINTS - MAINTENANCE PRACTICES

R 1. General

R The following information provides instruction on limitations
R for cargo loading in the forward and center cargo compartments
R with missing or inoperative cargo restraints.

R 2. Maintenance Practices

R The forward and center cargo compartments, loaded in accordance
R with Sections 1-60-07 and 1-60-09 of the Weight and Balance
R Manual, are fully operational for containers or pallets with any
R single missing or inoperative edge restraint in any group of
R three or more restraining devices that perform the same function
R along any container pallet or edge.

R Cargo with densities of 15 lbs. (6.8 kg.) per cubic foot or
R less, loaded in containers, on pallets, as bulk, or any
R combination, may be considered bulk cargo with no minimum
R restraining device limitation except as specified in Paragraphs
R 1.B and 2.B of Section 1-60-07 of the Weight and Balance Manual.

CARGO HANDLING AND STORAGE SYSTEMS LOADING AND UNLOADING LD3 CONTAINERS - ADJUSTMENT AND TEST

1. General

This procedure applies to the loading and unloading of LD3 containers from the forward cargo compartment. This procedure is also applicable for loading or unloading containers from the center cargo compartment.

Manually operated empty-space stop-locks may be utilized when less than a full complement of full (pairs) or half width containers is loaded.

R On aircraft 001-031,
R manual release cables are provided aft of each fixed drive assembly to disengage the motor from drive roller. Cable release handles are located inside the roller trays for the forward and center fixed drive assemblies. Cable release handles are located aft of the ball mats for the aft fixed drive assemblies.

R The following assemblies are electrically actuated to the down
R position and spring-loaded to the up position:

R Threshold Guide/Stop

R Center Entry Guide/Stop

R On aircraft 001-031,
R Transverse Entry Guide/Stop.

R On aircraft 032-999,
R Transverse Entry Guide Rail.

Both aft self-lifting transverse drive assemblies will operate when either respective switch on the pendant control is positioned to IN or OUT, regardless of the SIDE switch position. Otherwise the SIDE switch will allow operation of the remaining drive assemblies for the condition selected.

R On aircraft 001-031,
R the forward longitudinal self-lifting and aft fixed drive assemblies will operate when the pendant control aft longitudinal switch is actuated.

The forward longitudinal self-lifting drive assemblies and the aft, and center fixed drive assemblies will operate, when the pendant control center longitudinal switch is actuated.

The forward longitudinal self-lifting drive assemblies and the aft, center, and forward fixed drive assemblies will operate, when the pendant control forward longitudinal switch is actuated.

R On aircraft 032-999,
R self-lifting drive assemblies are installed through out the
R cargo compartment, and will operate when the pendant control
R switch is actuated.

2. Loading/Unloading 8 Half Width Containers (In Pairs)

A. Loading

R (1) On mid-electrical service center remote circuit breaker
R box, zone 139, close following circuit breakers:

R AC BUS NO 2

R AC CARGO LOADING FWD

R AC CARGO LOADING CENTER

R (2) On galley left circuit breaker panel, zone 131, close
R following circuit breakers:

R CARGO DOOR ACTUATOR -

R FWD (C14)

R CTR (C17)

R CARGO DOOR CONTROL -

R FWD (C19)

R CTR (C20)

R AIR-GND SENSE PWR (C22)

R CARGO LOADER -

R FWD (L19)

R CTR (L20)

R (3) Open cargo compartment door.

R (4) Position ground loader container at aircraft cargo
R compartment door.

R (5) Verify manually operated empty-space stop-locks in roller trays are in down and locked position.

(6) Remove pendant control from stowed position.

(7) Place pendant control on clip provided on ground loader.

(8) Position pendant POWER switch to ON.

(9) Position pendant SIDE switch to BOTH.

(10) Position pendant GUIDE switches as follows:

THRESHOLD - DOWN

CENTER - DOWN

TRANSVERSE - UP

(11) Position and hold pendant containers transverse switches to IN.

(12) Operate ground loader.

NOTE: Half-width containers should be spaced a minimum of 10 inches apart, when entering the cargo compartment.

(13) Position pendant CENTER GUIDE switch to UP when left container is over center/entry guide stops.

(14) Position pendant THRESHOLD GUIDE switch to UP when right container is over threshold guide/restraints.

NOTE: The center and threshold guides will snap up when the containers are clear of the guides. This will control container rebound, when the tranverse self-lifting drive assemblies are de-energized.

(15) Release pendant containers transverse switches when containers are moved fully into compartment.

(16) Stop ground loader.

(17) Position pendant GUIDES switches as follows:

THRESHOLD - UP

CENTER - UP

TRANSVERSE - DOWN

R NOTE: Repeat Step 2A(11), except position switch to both IN and OUT, and jog containers sufficiently to clear center guide.

(18) Position and hold pendant containers aft longitudinal switch to FWD until containers are in first position foward of ball mats.

R (19) Repeat steps 2A(10) through 2A(17) for remaining containers to be loaded onto ball mats. Operate pendant containers center and forward longitudinal switches to FWD until containers are in their most forward position.

R (20) Repeat steps 2A(10) through 2A(16) for containers to be loaded onto ball mats.

(21) Position pendant GUIDES switches as follows:

THRESHOLD - UP

CENTER - UP

TRANSVERSE - UP

(22) Position pendant POWER switch to OFF.

(23) Remove pendant from clip on ground loader.

(24) Stow pendant in position at forward side of cargo compartment door.

(25) Remove ground loader from aircraft area.

R (26) Close cargo compartment door.

B. Unloading

(1) Verify circuit breakers in Steps 2A(1) and (2) are closed.

R (2) Open cargo compartment door.

R (3) Position ground loader container at aircraft cargo
R compartment door.

R (4) Remove pendant control from stowed position.

(5) Place pendant control on clip provided on ground loader.

(6) Position pendant POWER switch to ON.

(7) Position pendant SIDE switch to BOTH.

(8) Position pendant GUIDES switches as follows:

THRESHOLD - DOWN

CENTER - DOWN

TRANSVERSE - UP

(9) Operate ground loader.

(10) Position and hold pendant containers transverse switches to OUT.

(11) Release pendant containers transverse switches, when containers are moved fully out of compartment.

(12) Position pendant GUIDES switches as follows:

THRESHOLD - UP

CENTER - DOWN

TRANSVERSE - DOWN

(13) Position and hold pendant containers longitudinal aft switch to AFT until containers are on ball mats.

(14) Position pendant GUIDES switches as follows:

THRESHOLD - DOWN

CENTER - DOWN

TRANSVERSE - UP

(15) Position and hold pendant containers transverse switches to OUT.

(16) Release pendant containers transverse switches when containers are moved fully out of compartment.

R (17) Repeat Steps 2B(12) through 2B(16) for remaining containers, and operating pendant containers respective longitudinal switches.

(18) Stop ground loader.

(19) Position pendant GUIDES switches to UP.

(20) Position pendant POWER switch to OFF.

(21) Stow pendant in position at forward side of cargo compartment door.

(22) Remove ground loader from aircraft area.

R (23) Close cargo compartment door.

3. Loading/Unloading 4 Half-Width Containers (Singles)

A. Loading

This paragraph specifies loading or unloading half-width containers from compartment left side.

Containers are loaded or unloaded from compartment right side by positioning pendant control SIDE switch to RIGHT. Pendant control GUIDES CENTER switch must be positioned to UP during right side operation.

R (1) On mid-electrical service center remote circuit breaker box, zone 137, close circuit breakers in Step 2A(1).

R R (2) On galley left circuit breaker panel, zone 131, close circuit breakers in Step 2A(2).

R (3) Open cargo compartment door.

R R (4) Position ground loader container at aircraft cargo compartment door.

R (5) Verify manually operated empty-space stop-locks in roller trays are in down and locked position.

(6) Remove pendant control from stowed position.

(7) Place pendant control on clip provided on ground loader.

(8) Position pendant POWER switch to ON.

(9) Position pendant SIDE switch to LEFT.

NOTE: Position switch to RIGHT if loading containers only on compartment right side.

(10) Position pendant GUIDES switches as follows:

THRESHOLD - DOWN

CENTER - DOWN

TRANSVERSE - UP

NOTE: Position pendant GUIDES CENTER switch UP if loading containers only on compartment right side.

(11) Position and hold pendant containers LEFT transverse switch to IN.

NOTE: Position and hold pendant containers RIGHT transverse switch to IN if loading only right side.

(12) Operate ground loader.

(13) Position pendant CENTER GUIDE switch to UP when left container is over center/entry guide stops.

NOTE: The center guides will snap up when the container is clear of the guides. This will control container rebound, when the transverse self-lifting drive assemblies are de-energized.

(14) Release pendant containers transverse switches when container is moved fully into compartment.

(15) Stop ground loader.

(16) Position pendant GUIDES switches as follows:

THRESHOLD - UP

CENTER - UP

TRANSVERSE - DOWN

(17) Position and hold pendant containers aft longitudinal switch to FWD until container is immediately forward of transverse guide/stops.

R (18) Repeat Steps 3A(10) through 3A(17) for remaining containers to be loaded forward of ball mats, except progress containers forward as required.

R (19) Repeat Steps 3A(10) through 3A(15) for containers to be loaded onto ball mats.

(20) Position pendant GUIDES switches as follows:

THRESHOLD - UP

CENTER - UP

TRANSVERSE UP

(21) Position pendant POWER switch to OFF.

(22) Stow pendant in position at forward side of cargo compartment door.

(23) Remove ground loader from aircraft area.

R (24) Close cargo compartment door.

B. Unloading

R (1) Verify circuit breakers in Steps 2A(1) and (2) are
R closed.

R (2) Open cargo compartment door.

R (3) Position ground loader container at aircraft cargo
R compartment door.

R (4) Remove pendant control from stowed position.

(5) Place pendant control on clip provided on ground loader.

(6) Position pendant POWER switch to ON.

(7) Position pendant SIDE switch to Left.

NOTE: Position switch to RIGHT if unloading containers only on compartment right side.

(8) Position pendant GUIDES switches as follows:

THRESHOLD - DOWN

CENTER - DOWN

TRANSVERSE - UP

NOTE: Position pendant GUIDES CENTER switch UP if unloading containers only from compartment right side.

(9) Operate ground loader.

(10) Position and hold pendant containers LEFT aft transverse switches to OUT.

NOTE: Position and hold pendant containers RIGHT transverse switch to OUT if unloading only the right side.

(11) Release pendant containers transverse switches when containers are moved fully out of compartment.

(12) Position pendant GUIDES switches as follows:

THRESHOLD - UP

CENTER - UP

TRANSVERSE - DOWN

(13) Position and hold pendant containers aft longitudinal switches to AFT.

(14) Position pendant GUIDES switches as follows:

THRESHOLD - DOWN

CENTER - DOWN

TRANSVERSE - UP

NOTE: Position pendant GUIDES CENTER switch UP if unloading containers only from compartment right side.

(15) Position and hold pendant containers transverse switches to OUT.

(16) Release pendant containers transverse switches when containers are moved fully out of compartment.

R (17) Repeat Steps 3B(12) through 3B(16) for remaining containers, operating pendant containers respective longitudinal switches.

(18) Stop ground loader.

(19) Position pendant GUIDES switches to UP.

(20) Position pendant POWER switch to OFF.

(21) Stow pendant in position at forward side of cargo compartment door.

(22) Remove ground loader from aircraft area.

(23) Close center cargo compartment door.

PENDANT CONTROL ASSEMBLY - REMOVAL AND INSTALLATION

1. General

Each pendant control assembly in the forward or center cargo compartment is removed and installed identically.

2. Removal/Installation

A. Removal

(1) Gain access to galley aft, left side.

(2) On GALLEY DC BUS circuit breaker panel, zone 131, open and tag circuit breaker CARGO LOADER, FWD (L19) or CTR (L20), as applicable.

(3) Gain access to forward or center cargo compartment.

(4) Lift and remove pendant from stowed position on relay control box assembly.

(5) Disconnect and remove pendant to J-box electrical cable at top side of pendant.

(6) Remove pendant to relay control box electrical cable from two clips at side of pendant.

B. Installation

(1) Verify circuit breaker opened in Step 2A(2) is open and tagged.

(2) Connect and install pendant to relay control box electrical cable at top side of pendant.

(3) Install pendant to relay control box electrical cable under two clips at side of pendant.

(4) Stow pendant on relay control box assembly.

(5) Remove tag and close circuit breaker opened in Step 2A(2).

PENDANT CONTROL ASSEMBLY - ADJUSTMENT AND TEST

1. General

This procedure provides instruction to perform a functional test of the C-2 cargo compartment pendant control assembly.

2. Equipment and Materials

28 volt dc (2 amps limited) power source

Voltmeter, 28 volt dc

Ammeter, 0 to 30 amp dc range

3. Adjustment/Test

A. Functional Test

(1) Connect pendant control assembly to test setup as shown in Figure 501.

(2) Energize electrical power source and apply 28V dc to test setup.

(3) Perform entire pendant control assembly test procedure beginning with Step No. 1 and continuing through Step No. 9 (Ref. Fig. 502).

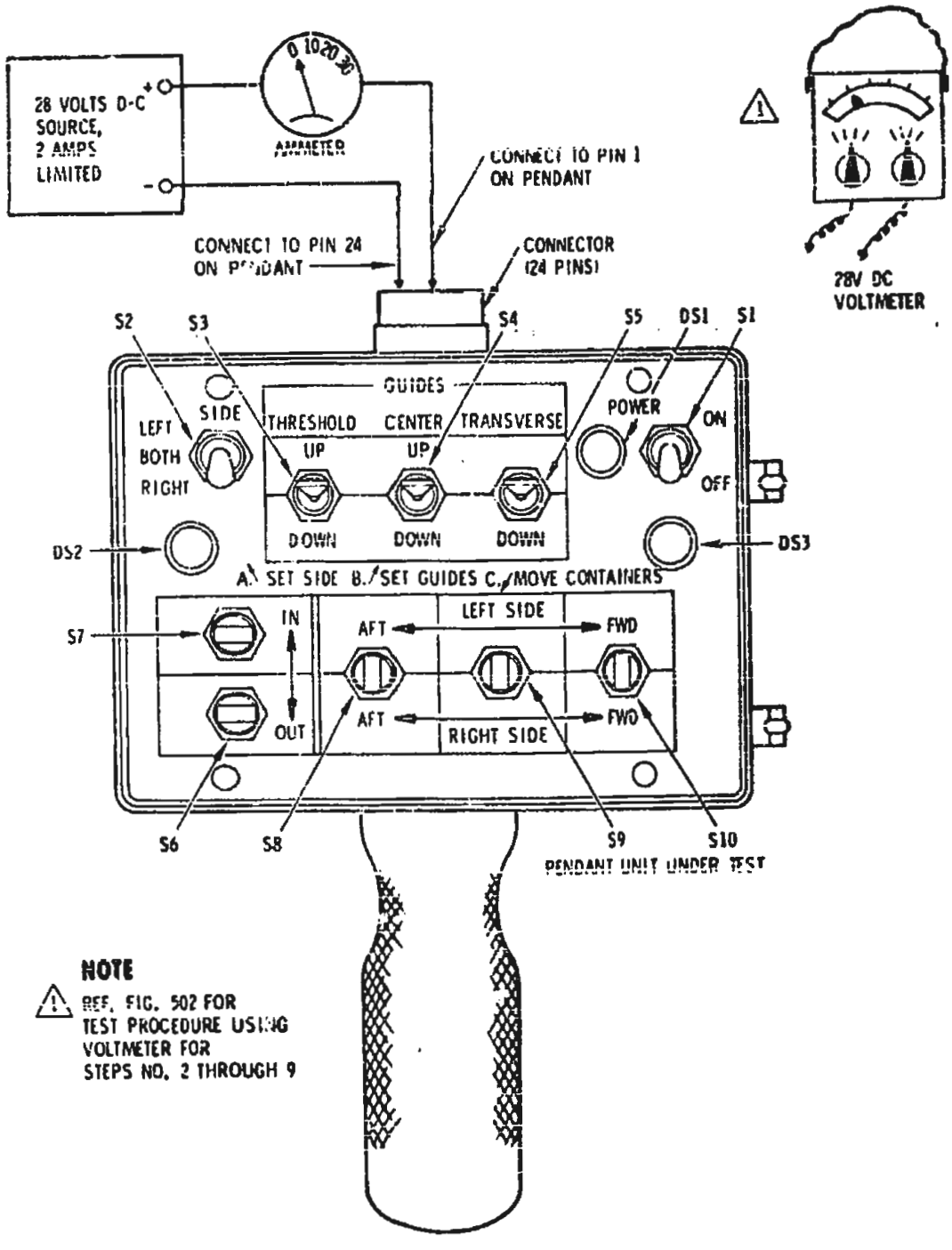
(a) Position pendant control assembly switches (S1 through S10) as required for each step number.

(b) Check for presence of voltage at pendant electrical connector specified pins for each step number.

(c) Check for pilot and panel lights as required for each step number.

(4) Deenergize electrical power source.

(5) Disconnect electrical connector at pendant control assembly.



Pendant Control Assembly Test Setup
Figure 501

STEP NO.	POWER (S1)	CONFIGURATION				PROCEDURE					REQUIREMENTS	
			GUIDES			TRANSVERSE DRIVES		LONGITUDINAL DRIVES			VOLTAGE IS PRESENT ONLY AT THE PENDANT ELECTRICAL CONNECTOR PINS SHOWN FOR EACH STEP	PILOT (DS1) - PANEL LIGHTS (DS2) (DS3)
		SIDE (S2)	THRESHOLD (S3)	CENTER (S4)	TRANSVERSE (S5)	RIGHT (S6)	LEFT (S7)	(S8)	(S9)	(S10)		
1	OFF	BOTH	DOWN	DOWN	DOWN	-	-	-	-	-	NONE (ZERO AMPS)	OUT
2	ON	BOTH	DOWN	DOWN	DOWN	-	-	-	-	-	2, 12, 6, 9	LIGHTED
3A	ON	RIGHT	UP	DOWN	DOWN	-	-	-	-	-	11, 5, 6, 9	LIGHTED
3B	ON	LEFT	UP	UP	DOWN	-	-	-	-	-	13, 8, 5, 9	LIGHTED
3C	ON	BOTH	UP	UP	UP	-	-	-	-	-	10, 12, 5, 8	LIGHTED
4A	ON	BOTH	UP	UP	UP	IN	-	-	-	-	14, 12, 5, 8, 10	LIGHTED
4B	ON	BOTH	UP	UP	UP	OUT	-	-	-	-	15, 12, 5, 8, 10	LIGHTED
5A	ON	BOTH	UP	UP	UP	-	IN	-	-	-	16, 12, 5, 8, 10	LIGHTED
5B	ON	BOTH	UP	UP	UP	-	OUT	-	-	-	17, 12, 5, 8, 10	LIGHTED
6A	ON	BOTH	UP	UP	UP	-	-	FWD	-	-	(18), 12, 5, 8, 10	LIGHTED
6B	ON	BOTH	UP	UP	UP	-	-	AFT	-	-	(19), 12, 5, 8, 10	LIGHTED
7A	ON	BOTH	UP	UP	UP	-	-	-	FWD	-	(20), 12, 5, 8, 10	LIGHTED
7B	ON	BOTH	UP	UP	UP	-	-	-	AFT	-	(21), 12, 5, 8, 10	LIGHTED
8A	ON	BOTH	UP	UP	UP	-	-	-	-	FWD	(22), 12, 5, 8, 12	LIGHTED
8B	ON	BOTH	UP	UP	UP	-	-	-	-	AFT	(23), 12, 5, 8, 10	LIGHTED
9	OFF	BOTH	UP	UP	UP	-	-	-	-	-	NONE	OUT

NOTE

1 FOR STEP NO. 1, USE AMMETER ONLY, AS SHOWN IN FIGURE 501, AND LEAVE CONNECTED FOR TEST.
2 FOR STEPS NO. 2 THROUGH 9, USE A 28V DC VOLTMETER BETWEEN PIN 24 (GROUND) AND PINS AS NOTED.
3 FOR STEPS NO. 6A THROUGH 8B THE ( ) PINS ARE GROUND CONNECTIONS; USE VOLTMETER BETWEEN PIN 1 (POWER) AND THE ( ) PINS.

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Pendant Control Assembly Test Procedure and Requirements
Figure 502

BALL MAT ASSEMBLY - REMOVAL AND INSTALLATION

1. Removal/Installation

A. Removal

NOTE: Each ball mat assembly in the forward or center cargo compartment is removed and installed in a similar manner.

(1) Gain access to forward or center cargo compartment (Ref. Fig. 401).

(2) Remove screws attaching ball mat assembly to compartment flooring.

(3) On aircraft 001-031, remove cotter pin at each ball mat assembly hinge.

(4) On aircraft 001-031, remove each hinge pin.

(5) Remove ball mat assembly from cargo compartment.

NOTE: A ball mat assembly weighs approximately 60 pounds.

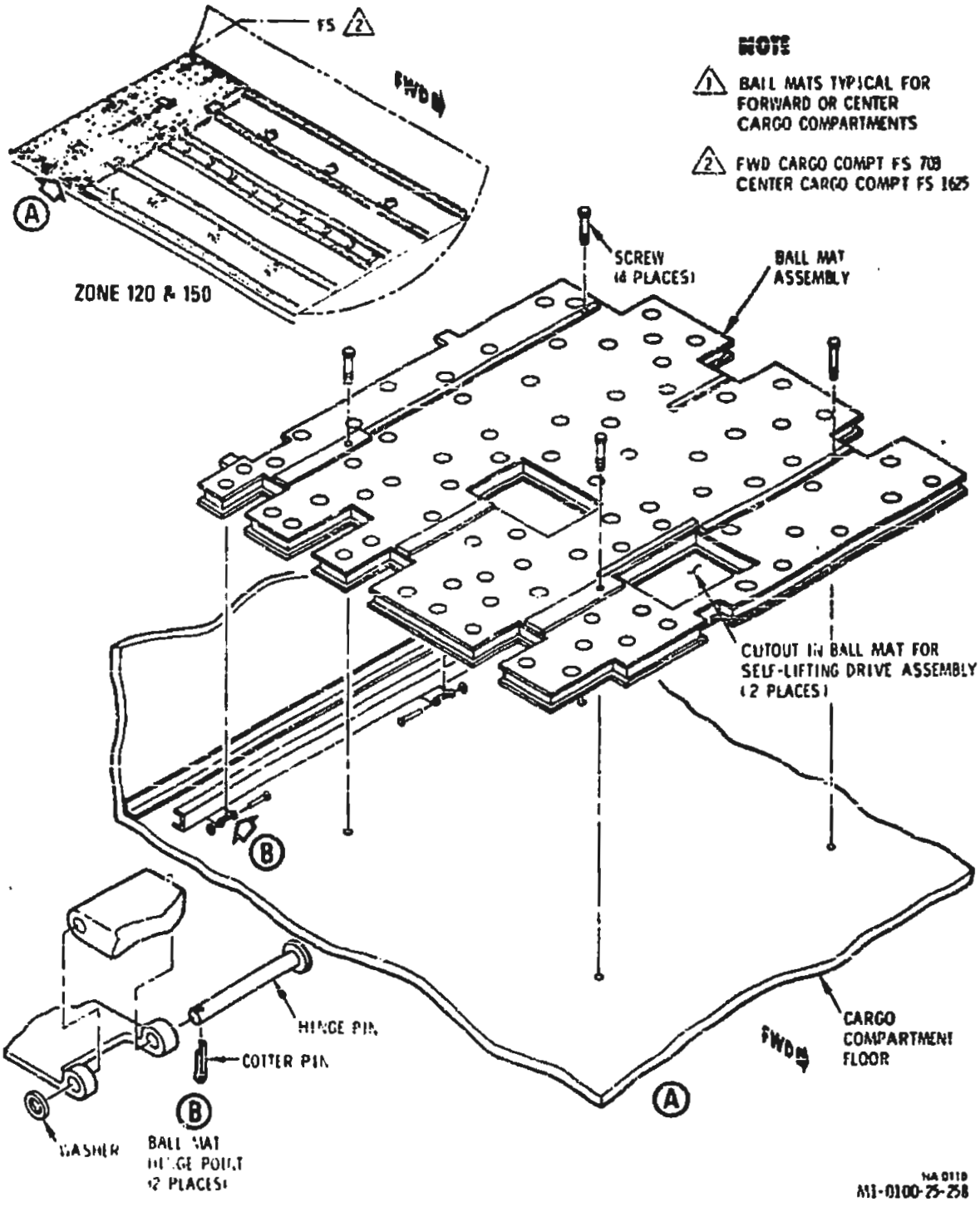
B. Installation

R (1) Position ball mat assembly in cargo compartment (Ref. Fig. 401).

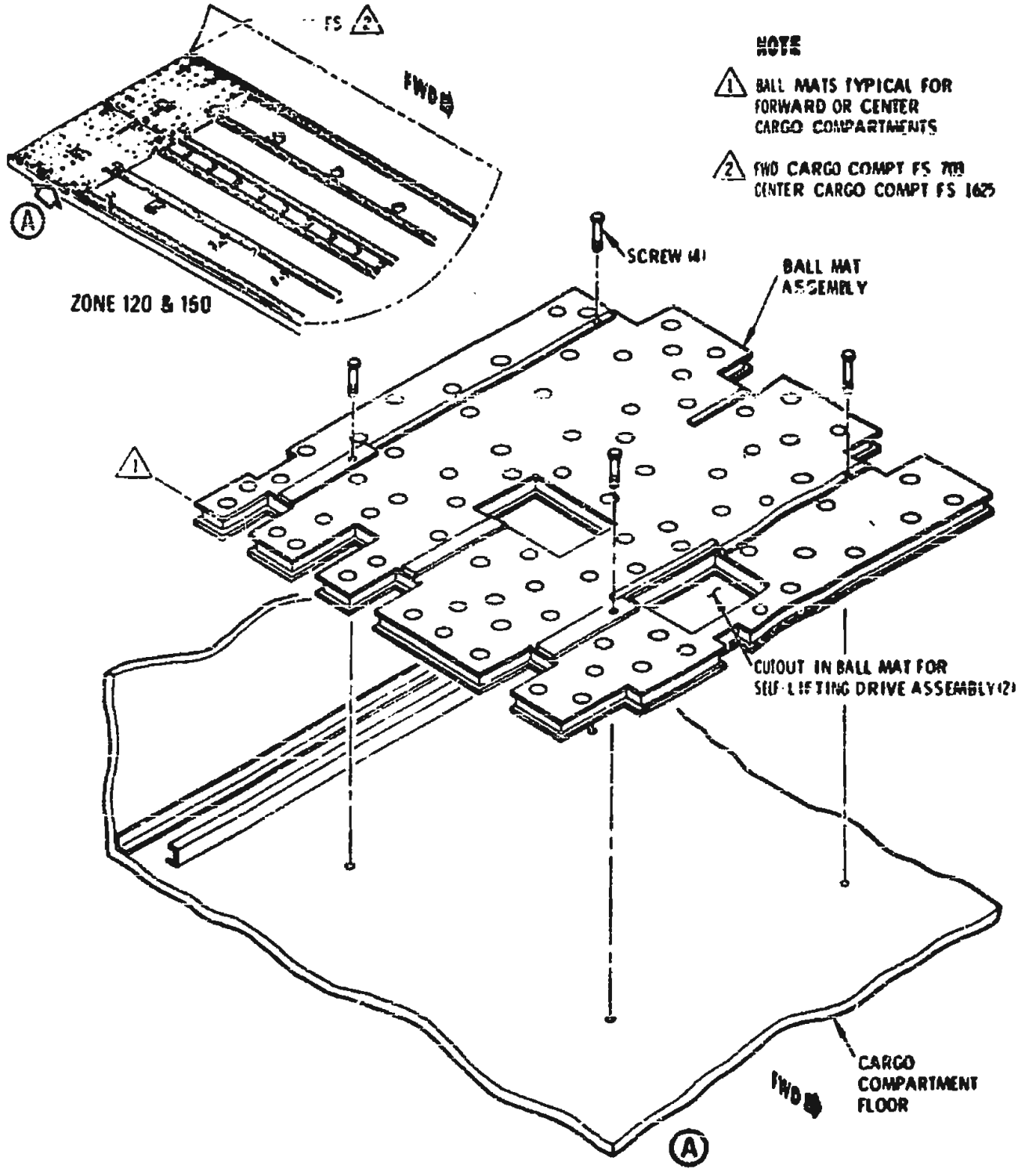
(2) On aircraft 001-031, install hinge pin for each ball mat assembly hinge.

(3) On aircraft 001-031, install cotter pin at each ball mat assembly hinge.

(4) Install screws securing ball mat assembly to compartment flooring.



Forward and Center Cargo Compartment Ball Mat Assembly
Removal and Installation
Figure 401



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R Forward and Center Cargo Compartment Ball Mat Assembly
R Removal and Installation
R Figure 401

R EFFECTIVITY: 032-999
R
0018

SELF-LIFTING DRIVE ASSEMBLY - REMOVAL AND INSTALLATION

1. General

Each self-lifting drive assembly in the forward and center cargo compartments are removed and installed identically (Ref. Fig. 401).

On aircraft 001-031, self-lifting drives (four) are installed in bali mat area only.

Diameter of the roller on each power drive is critical for proper traction; when 50 percent of the roller diameter is less than 2.19 inches, replace the roller. See paragraph 3 for new drive unit roller replacement.

2. Removal/Installation (Self-Lifting Drive)

A. Removal

(1) On galley left circuit breaker panel, zone 130 GALLEY DC BUS, open and tag circuit breaker CARGO LOADER, FWD (L19) or CTR (L20), as applicable.

(2) On mid electrical service center remote circuit breaker box No. 2, zone 137, AC BUS No. 2, open and tag circuit breaker AC CARGO LOADER, FWD or CTR, as applicable.

(3) Gain access to forward or center cargo compartment.

(4) Disconnect and remove electrical connector from self-lifting drive assembly.

(5) Remove screws and washers attaching self-lifting drive assembly to cargo compartment floor.

NOTE: Clips holding electrical wiring are mounted with some attachment screws for each self-lifting drive assembly.

(6) On aircraft 001-031 with SB25-272 and 032-999, remove grounding spring.

NOTE: Grounding spring is mounted with same attachment screw for each self-lifting drive assembly.

B. Installation

(1) Verify circuit breakers opened in Steps 2A(1) and 2A(2) are open and tagged.

CAUTION: DO NOT APPLY ANY SEALANT BETWEEN DRIVE UNIT BASE AND CARGO COMPARTMENT FLOOR.

R (2) Position self-lifting drive assembly within cargo
R compartment ball mat cutout area.

(3) Install screws and washers attaching self-lifting drive assembly to cargo compartment floor.

NOTE: Install clips with electrical wiring where required at self-lifting drive assembly mounting screws.

(4) Install grounding spring removed in Step 2A (6).

(5) Connect and install electrical connector to self-lifting drive assembly.

(6) Remove tags and close circuit breakers opened in Step 2A(1) and 2A(2).

3. Removal/Installation (Self-Lifting Drive Unit Roller)

A. Removal

NOTE: Perform the following procedure when rollers are found damaged or when roller diameter is 2.19 inches or less.

(1) Remove bolt (2 places) (Ref. Fig. 402).

(2) Remove shaft assembly and roller.

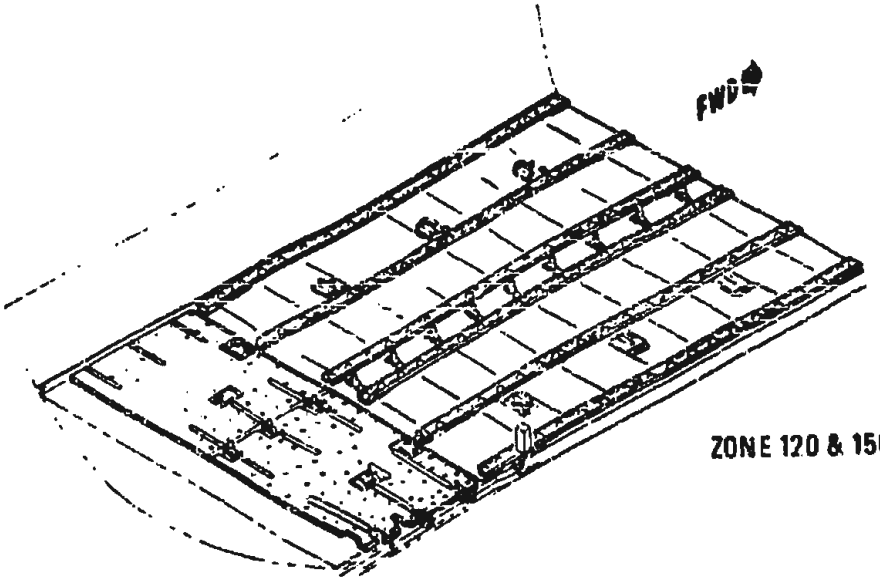
NOTE: Save shims (4) exactly as disassembled for use in reassembly.

B. Installation

(1) Place roller assembly in position between lever arms and install shaft assembly along with shims.

(2) Check roller endplay. Endplay should be between 0.015 and 0.020 inches.

(3) Install bolts.

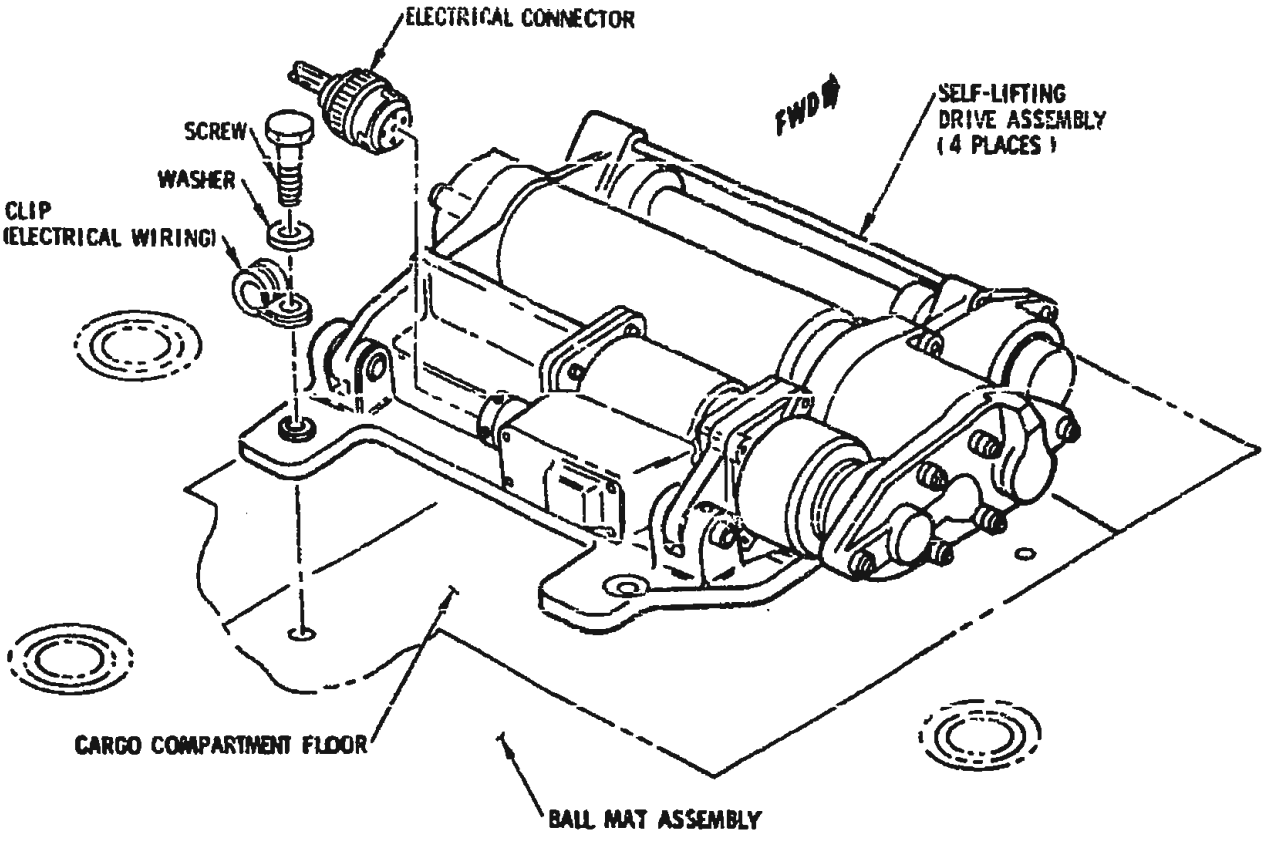


NOTE

SELF-LIFTING DRIVE ASSEMBLIES TYPICAL FOR FORWARD OR CENTER CARGO COMPARTMENTS

FWD CARGO COMPT FS 705
CENTER CARGO COMPT FS 1625

ON AIRCRAFT 001-031 WITHOUT SB25-272 SELF-LIFTING DRIVES ARE INSTALLED IN BALL MAT AREA ONLY



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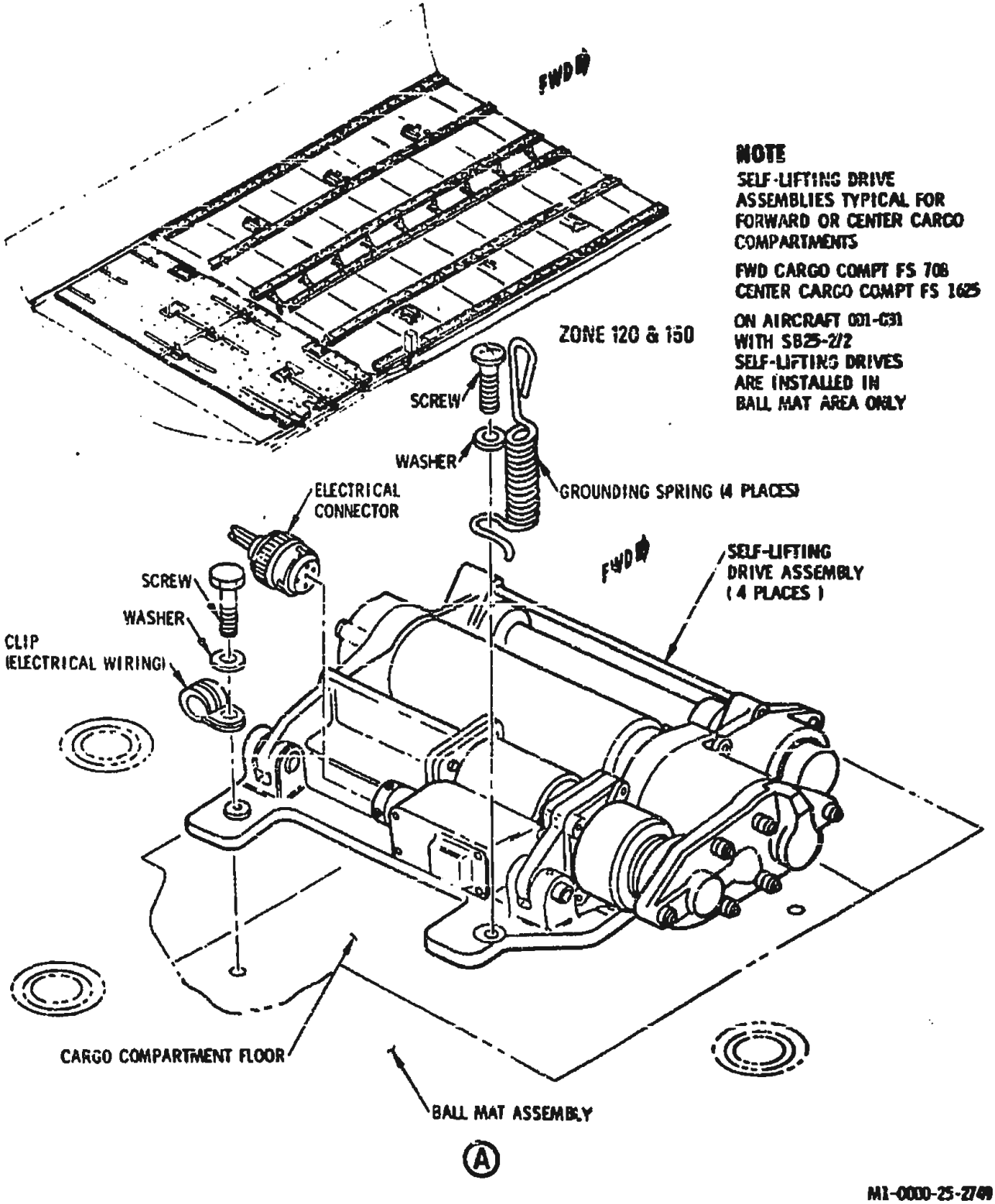
R Center Cargo Compartment Self-Lifting Drive Assembly
R Removal and Installation
R Figure 401



NOTE

SELF-LIFTING DRIVE ASSEMBLIES TYPICAL FOR FORWARD OR CENTER CARGO COMPARTMENTS

FWD CARGO COMPT FS 708
CENTER CARGO COMPT FS 1625

ON AIRCRAFT 001-031 WITH SB25-272 SELF-LIFTING DRIVES ARE INSTALLED IN BALL MAT AREA ONLY

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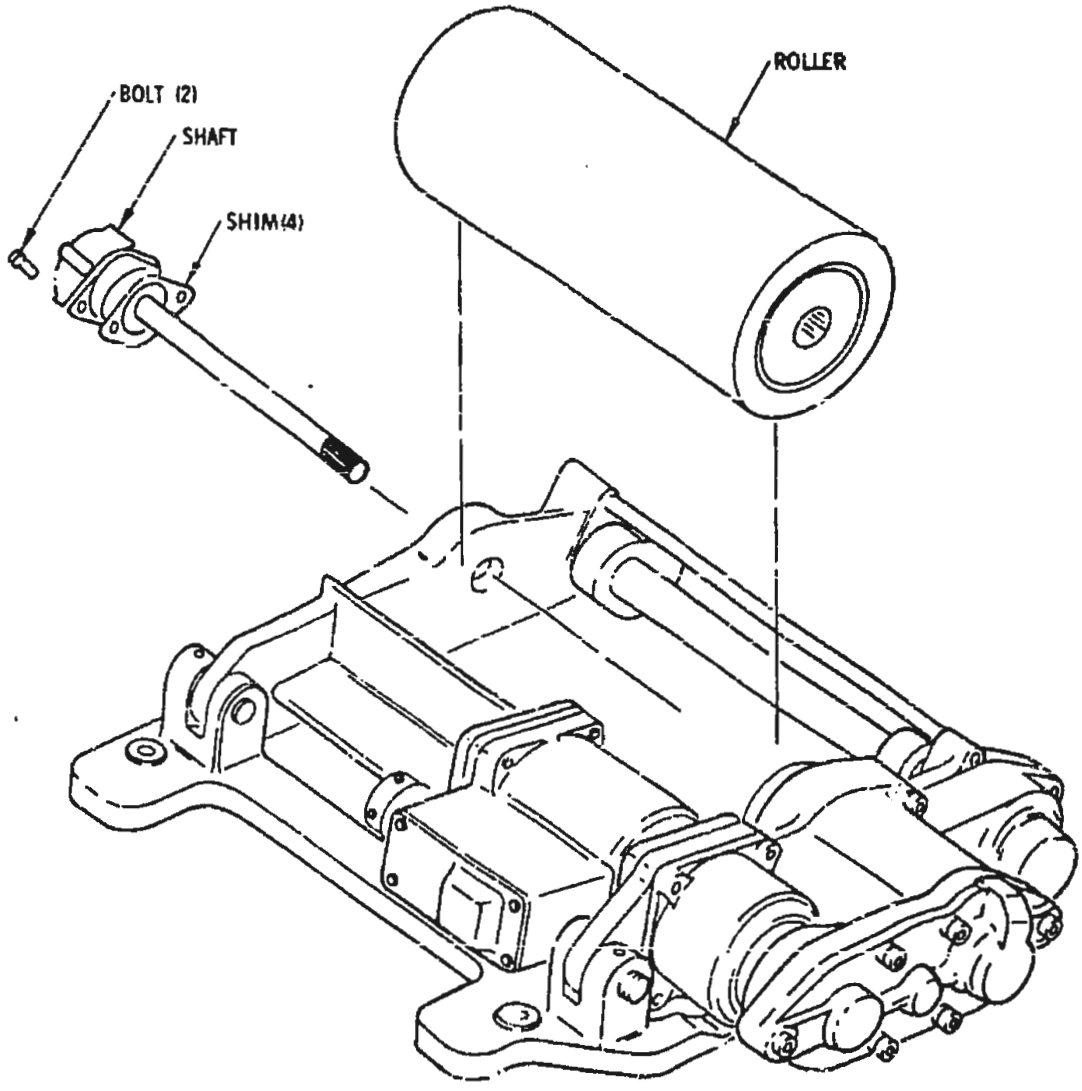
Forward and Center Cargo Compartment Self-lifting Drive Assembly
Removal and Installation
Figure 401



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R Drive Unit Roller
R Removal and Installation
R Figure 402

R EFFECTIVITY: ALL
R
001B

FIXED DRIVE ASSEMBLY - REMOVAL AND INSTALLATION

1. General

R Each fixed drive assembly in the forward or center cargo compartment is removed and installed identically (Ref. Fig. 401). Diameter of the roller on each power drive is critical for proper traction; when 50 percent of the roller diameter is less than 2.19 inches, replace the roller. See Paragraph 3 for new drive unit roller replacement.

R 2. Removal/Installation (Fixed Drive)

A. Removal

R (1) Gain access to galley left circuit breaker panel

(2) On galley left circuit breaker panel, zone 130, open and tag circuit breakers CARGO LOADER, FWD or CTR, as applicable.

R (3) Gain access to mid electrical service center, zone 137.

(4) On AC BUS NO. 2 circuit breaker panel, zone 137, open and tag circuit breaker AC CARGO LOADING, FWD or CTR, as applicable.

R (5) Gain access to forward or center cargo compartment.

(6) Disconnect and remove electrical connector from fixed drive assembly.

(7) Remove screws and washers attaching fixed drive assembly to cargo compartment floor.

(8) On aircraft 001-023 without SB 25-168, remove cotter pin, pin, and clevis end of manual release from fixed drive assembly arm.

B. Installation

R (1) Verify circuit breakers opened in Steps 2A(2) and (4) are open and tagged.

(2) Position fixed drive assembly on cargo compartment floor.

(3) Install screws and washers attaching fixed drive assembly to cargo compartment floor.

(4) Connect and install electrical connector to fixed drive assembly.

(5) Remove tags and close circuit breakers opened in Steps 2A(2) and 2A(4).

(6) On aircraft 001-023 without SB 25-168, install manual release cable clevis to arm of fixed drive assembly with pin and cotter pin.

R NOTE: To ensure no interference with containers verify
R that height from floor to high point of frame is
R between 2.31 and 2.40 inches. Adjust bolt
R through rubber springs as required. The free
R height from top of roller to floor should be 2.70 inches.

3. Removal/Installation (Fix Drive Unit Roller)

A. Removal

R NOTE: Perform following procedure when rollers are found damaged or when roller diameter is 2.19 inches or less.

(1) Remove bolt (2 places) (Ref. Fig. 402).

(2) Remove shaft assembly and roller.

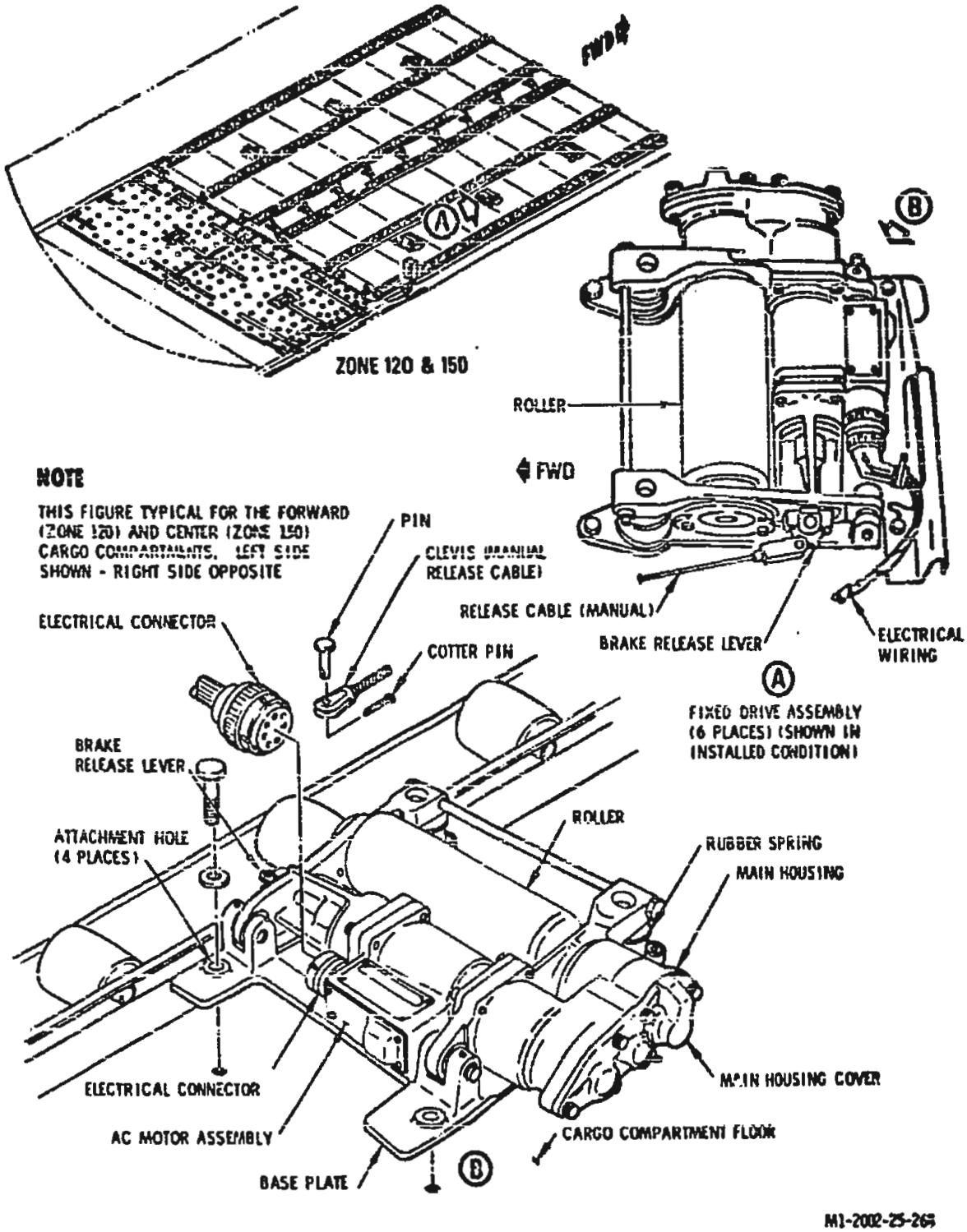
NOTE: Save the set of shims (4) exactly as disassembled for use in reassembly.

B. Installation

(1) Place roller assembly in position between lever arms and install shaft assembly along with shims.

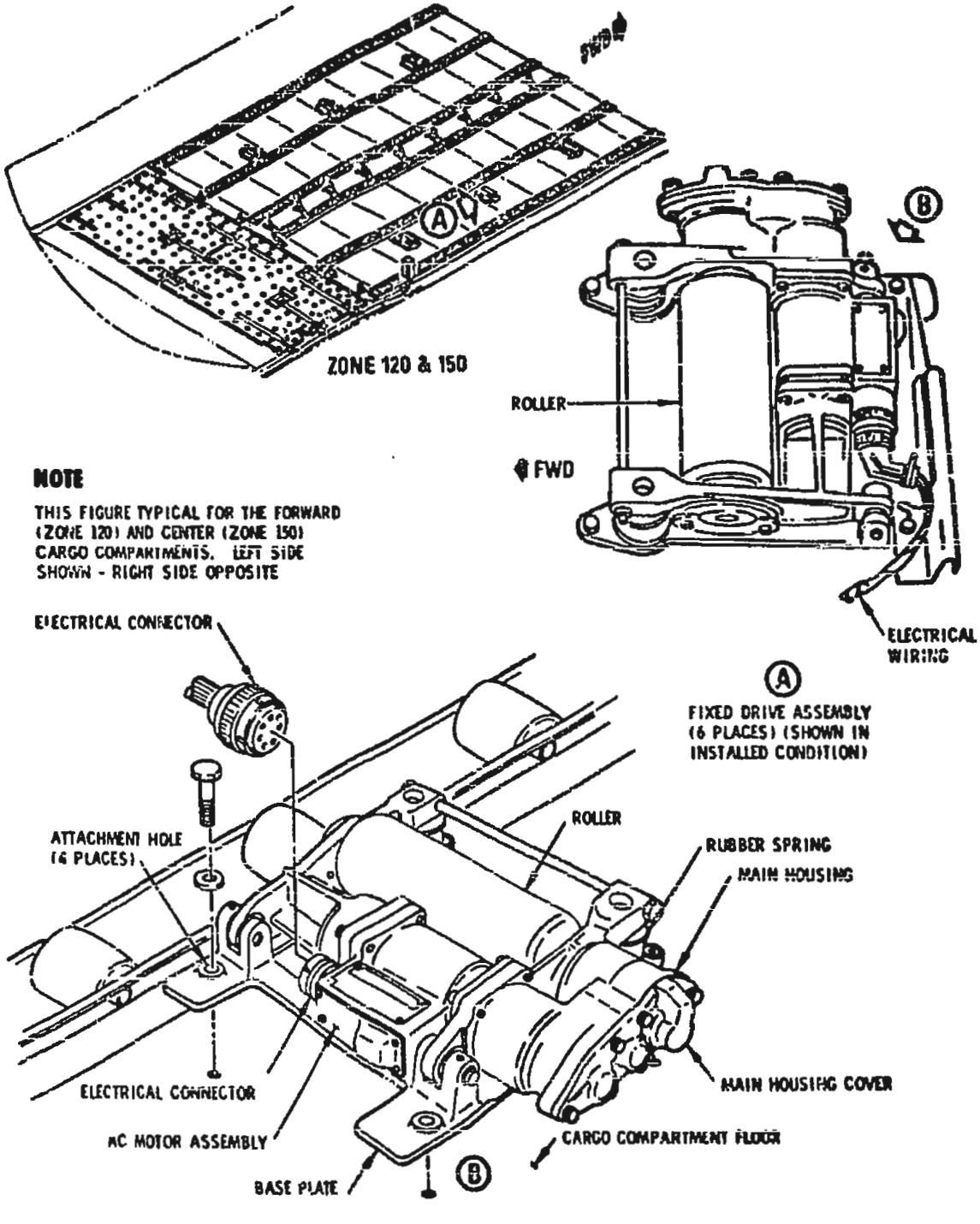
(2) Check roller endplay. Endplay should be between 0.015 and 0.020 inches.

(3) Install bolts.



R Center and Forward Cargo Compartment Fixed Drive Assembly
R Removal and Installation
R Figure 401

EFFECTIVITY: 002-023 WITHOUT SB25-168



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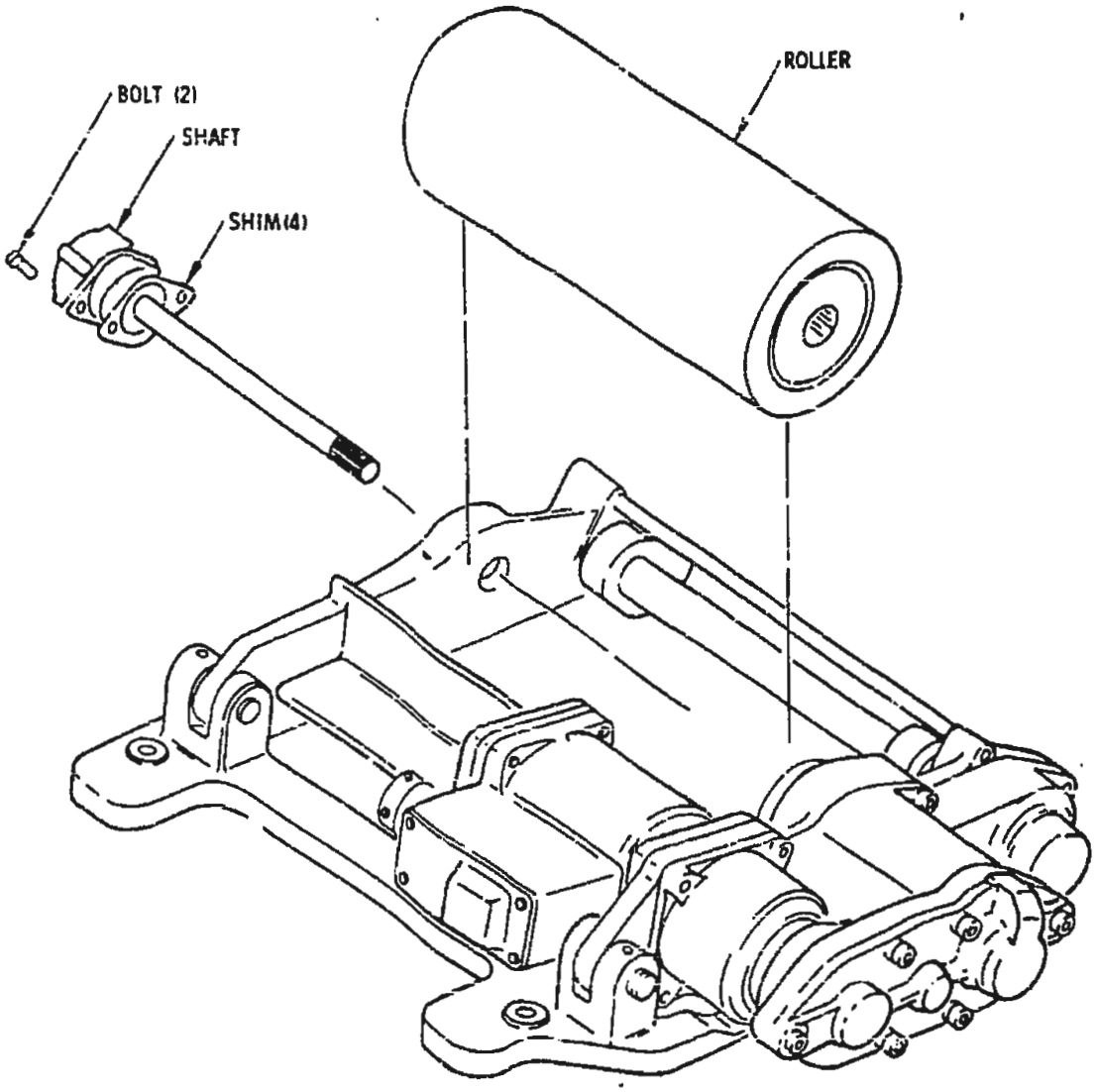
R Center and Forward Cargo Compartment Fixed Drive Assembly
R Removal and Installation
R Figure 401

EFFECTIVITY: 001-023 WITH SB25-168 AND 024-999



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Drive Unit Roller
Removal and Installation
Figure 402

THRESHOLD GUIDE/RESTRAINT ASSEMBLY - REMOVAL AND INSTALLATION

1. General

Three threshold guide/restraint assemblies are installed at floor level in the forward and center cargo compartment door entryways. All threshold guide/restraint assemblies are installed similarly (Ref. Fig. 401).

2. Referenced Procedures

R R	25-52-00	Cargo Loading and Storage System and Unloading LD3 Containers - Adjustment and Test
R R	25-52-08	Threshold Guide/Restraint Assembly - Adjustment and Test
R R	52-34-00	Cargo Doors Actuation System - Maintenance Practices

3. Removal/Installation

A. Removal

R (1) Open applicable cargo door fully, electrically or R manually (Ref. 52-34-00).

R (2) On GALLEY LEFT circuit breaker panel, zone 131, open R and tag the applicable FWD or CTR circuit breakers R CARGO DOOR - ACTUATOR and CONTROL, and CARGO LOADER.

R WARNING: DO NOT OPERATE CARGO DOOR WHILE REMOVING THRESHOLD R GUIDE/RESTRAINT ASSEMBLY.

R (3) Tag manual door controls.

R (4) Loosen clamp bolt at forward and aft ends of the restraint assembly output shafts.

NOTE: A torque tube is installed between restraint assemblies output shafts.

A crankshaft is installed at the aft output shaft of the aft restraint assembly.

The forward output shaft of the forward restraint assembly is unattached.

Aft end of crankshaft is inserted into a bracket.

R R (5) Loosen clamp bolt at opposite end of torque tube (if applicable).

R R (6) Slide clamp onto torque tube to gain access for removal of torque tube.

R (7) Remove bolts and washers attaching restraint assembly to compartment flooring.

R R (8) On aircraft 001-031 with SB25-272, remove grounding spring.

R (9) Remove restraint assembly from aircraft while sliding torque tube or crankshaft from restraint assembly output shafts.

B. Installation

R (1) Verify that circuit breakers are open (Ref. Step 4A(2).

R (2) Position restraint assembly on compartment floor and slide torque tube or crankshaft into restraint assembly end clamps.

NOTE: Do not tighten bolts on end clamps at this time.

R R (3) Install washers and bolts attaching restraint assembly to compartment floor.

R (4) Install grounding spring removed in Step 4A(8).

R (5) Disconnect push rod at actuator end connecting threshold guide/restraint retraction actuator to crankshaft.

R (6) Electrically operate threshold guide/restraint retraction actuator arm to full up position.

R (7) Place torque tube and crankshaft into restraint assembly end clamps for maximum engagement.

R R (8) Torque restraint assembly end clamp bolts 75 to 80 lb in.

R (9) Manually operate hand lever (and plunger) mounted to center threshold guide/restraint assembly in an up and down position. Check that each restraint assembly is functioning freely with no interference or binding in the mechanism.

R (10) Connect push rod to threshold guide/restraint retraction actuator. Check that cotter pin is installed in clevis bolt.

NOTE: The threshold guide/restraint assemblies are spring-loaded to the up position.

(11) Align holes between push rod clevis and crankshaft lug.

NOTE: Apply enough pressure (applied in an inboard direction) on push rod clevis to eliminate any backlash in push rod.

(12) Connect push rod clevis to crankshaft lug with bolt and locknut.

(13) Tighten push rod clevis locknut.

(14) Electrically operate threshold guide/restraints. Check both up and down positions for freedom of operation.

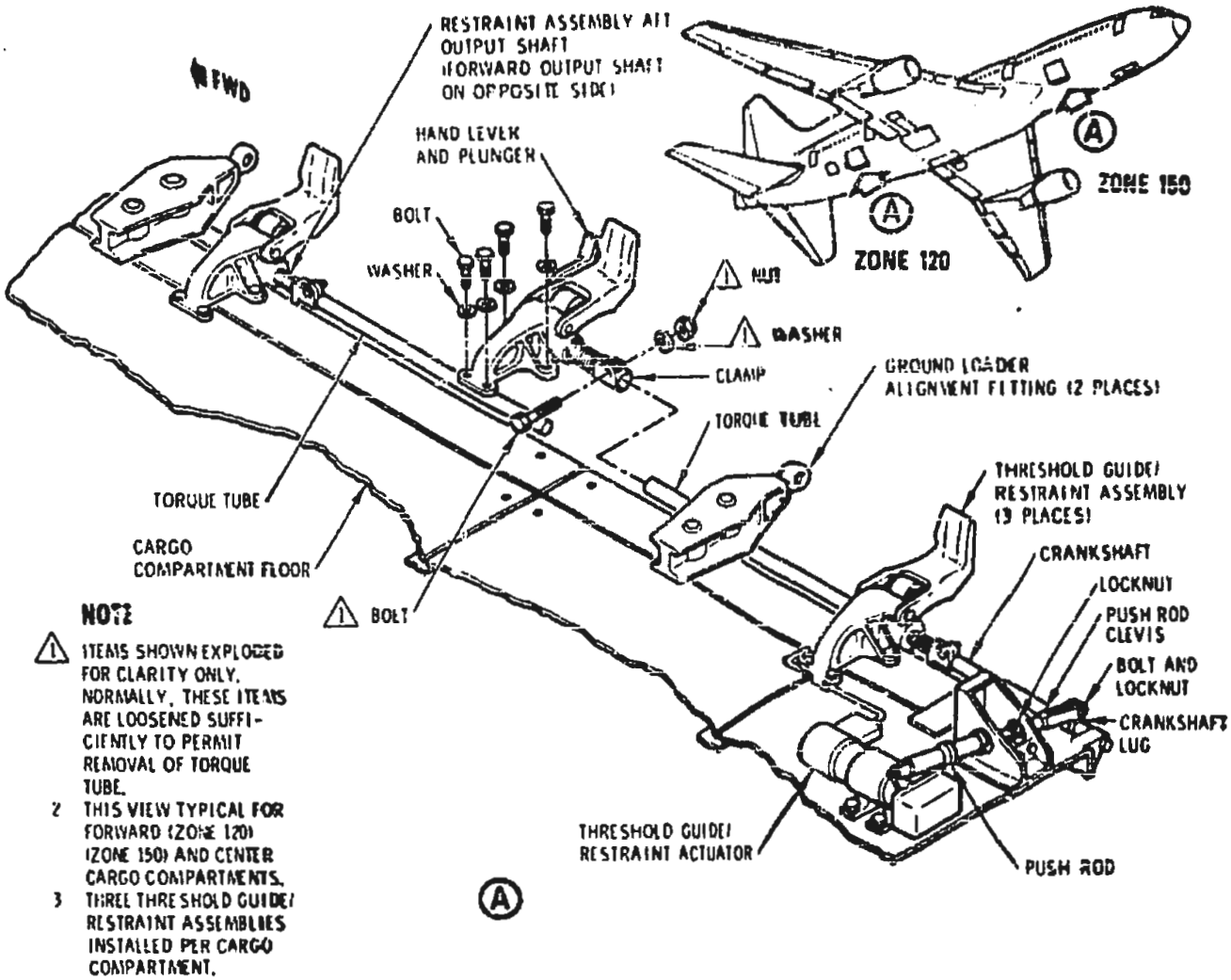
(15) Electrically lower threshold guide/restraints.

(16) Manually operate center threshold guide/restraint hand lever to up position. Check that threshold guide/restraint retraction actuator push rod has collapsed, and that threshold guide/restraint assemblies are in raise (up) and locked position.

NOTE: Push rod clevis will telescope into push rod for this step and change (decrease) linear dimension between attachment points.

(17) Electrically operate threshold guide/restraint retraction actuator to full up position. Check that threshold guide/restraint retraction actuator push rod has reset to normal position (increase linear dimension between attachment points).

(18) Perform operational test procedure applicable to restraint assemblies (Ref. 25-52-00).



NOTE

1. ITEMS SHOWN EXPLODED FOR CLARITY ONLY. NORMALLY, THESE ITEMS ARE LOOSENED SUFFICIENTLY TO PERMIT REMOVAL OF TORQUE TUBE.
2. THIS VIEW TYPICAL FOR FORWARD (ZONE 120) (ZONE 150) AND CENTER CARGO COMPARTMENTS.
3. THREE THRESHOLD GUIDE/ RESTRAINT ASSEMBLIES INSTALLED PER CARGO COMPARTMENT.

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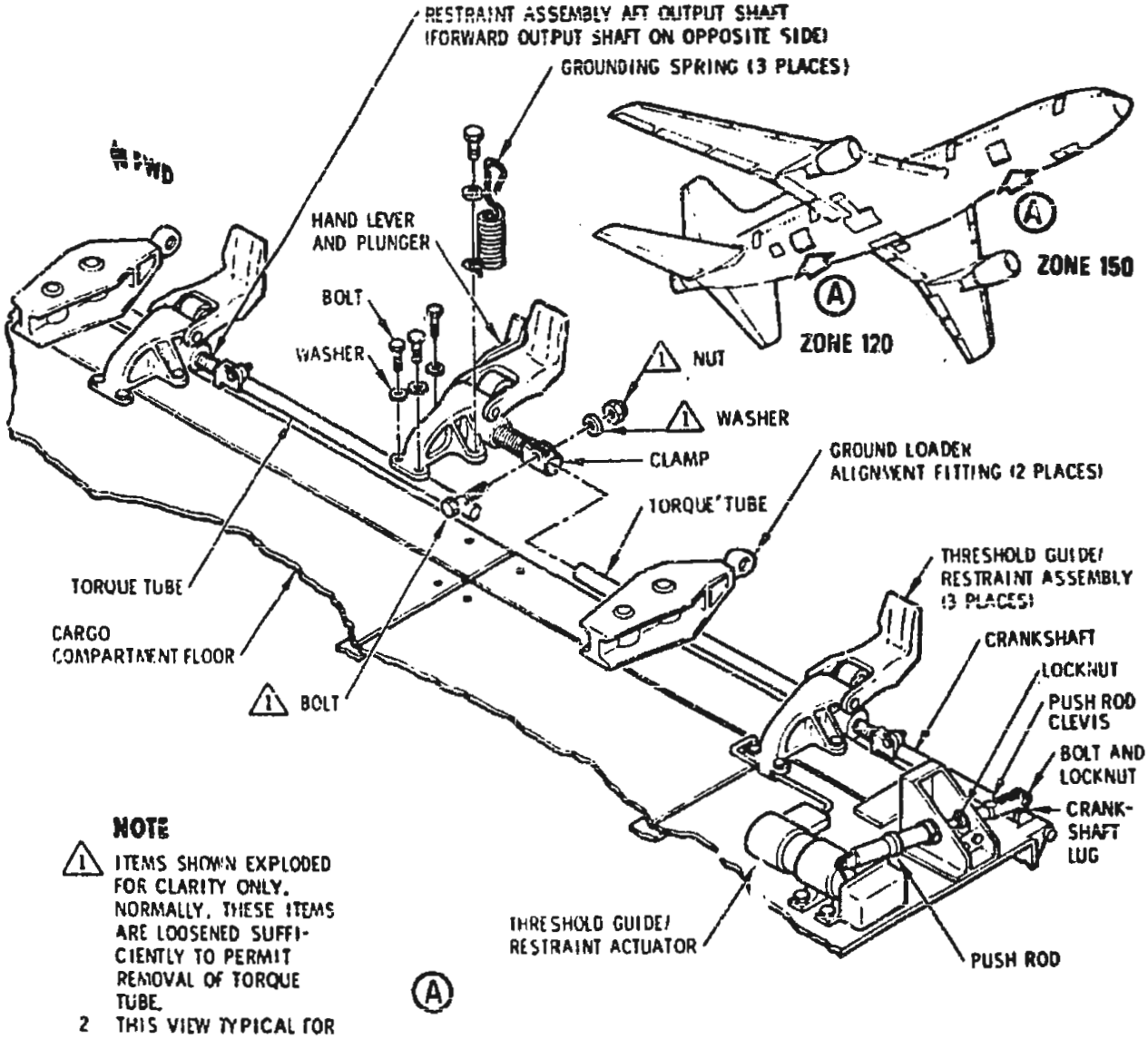
R Threshold Guide/Restraint Assembly - Removal and Installation
R Figure 401

EFFECTIVITY: 001-019 WITHOUT SB25-147 AND SB25-272, 020-031 WITHOUT SB25-272



NOTE

1. ITEMS SHOWN EXPLODED FOR CLARITY ONLY. NORMALLY, THESE ITEMS ARE LOOSENED SUFFICIENTLY TO PERMIT REMOVAL OF TORQUE TUBE.
2. THIS VIEW TYPICAL FOR FORWARD (ZONE 120) (ZONE 150) AND CENTER CARGO COMPARTMENTS.
3. THREE THRESHOLD GUIDE/ RESTRAINT ASSEMBLIES INSTALLED PER CARGO COMPARTMENT.

M1-66400-25-1574

R Threshold Guide/Restraint Assembly - Removal and Installation
R Figure 401

EFFECTIVITY: 001-031 WITH SB25-272

THRESHOLD GUIDE/RESTRAINT ASSEMBLY - REMOVAL AND INSTALLATION

1. General

Three threshold guide/restraint assemblies are installed at floor level in the forward and center cargo compartment door entryways. All three threshold guide assemblies are installed similarly (Ref. Fig. 401).

2. Equipment and Materials

Lock-wire, Fed. Spec. QQ-W-390, 0.020-inch diameter, or equivalent

3. Referenced Procedures

25-52-00	Cargo Loading and Storage Systems Loading and Unloading LD3 Containers - Adjustment and Test
25-52-08	Threshold Guide/Restraint Assembly - Adjustment and Test
52-34-00	Cargo Doors Actuation System - Maintenance Practices

4. Removal/Installation

A. Removal

(1) Open applicable cargo door fully, electrically or manually (Ref. 52-34-00).

R (2) On GALLEY LEFT circuit breaker panel, zone 131, open and tag applicable FWD or CTR circuit breakers CARGO DOOR - ACTUATOR and CONTROL, and CARGO LOADER.

WARNING: DO NOT OPERATE CARGO DOOR WHILE REMOVING THRESHOLD GUIDE/RESTRAINT ASSEMBLY.

(3) Tag manual door controls.

R (4) Loosen four captive screws securing hinged right ball mat and raise ball mat up against aft bulkhead of cargo compartment.

(5) Remove coupling pins from universal joint ends next to applicable threshold guide (Ref. Fig. 401).

(6) Remove four mounting bolts from threshold guide and remove threshold guide.

(7) On aircraft 001-031 with SB25-272, remove grounding spring.

NOTE: Grounding spring is mounted with same attachment screw for restraint assembly.

B. Installation

(1) Verify circuit breakers are open (Ref. Step 4A(2).

(2) Position threshold guide up or down to match guides installed in aircraft.

(3) Install universal joints on threshold guide shafts and position in place over mounting holes.

R (4) On aircraft 001-031 without SB25-272,
R install four mounting bolts and washers.

R (4) On aircraft 001-031 with SB25-272,
R position grounding spring, install four mounting bolts
R and washers.

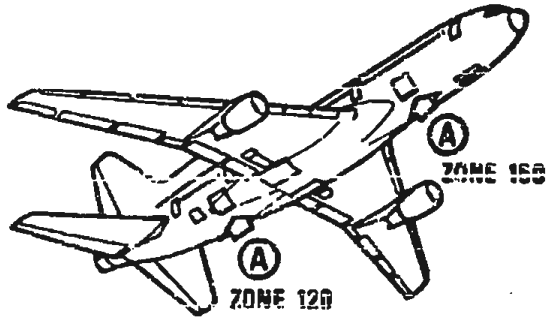
R (5) Install coupling pins in universal joints and torque
R shafts.

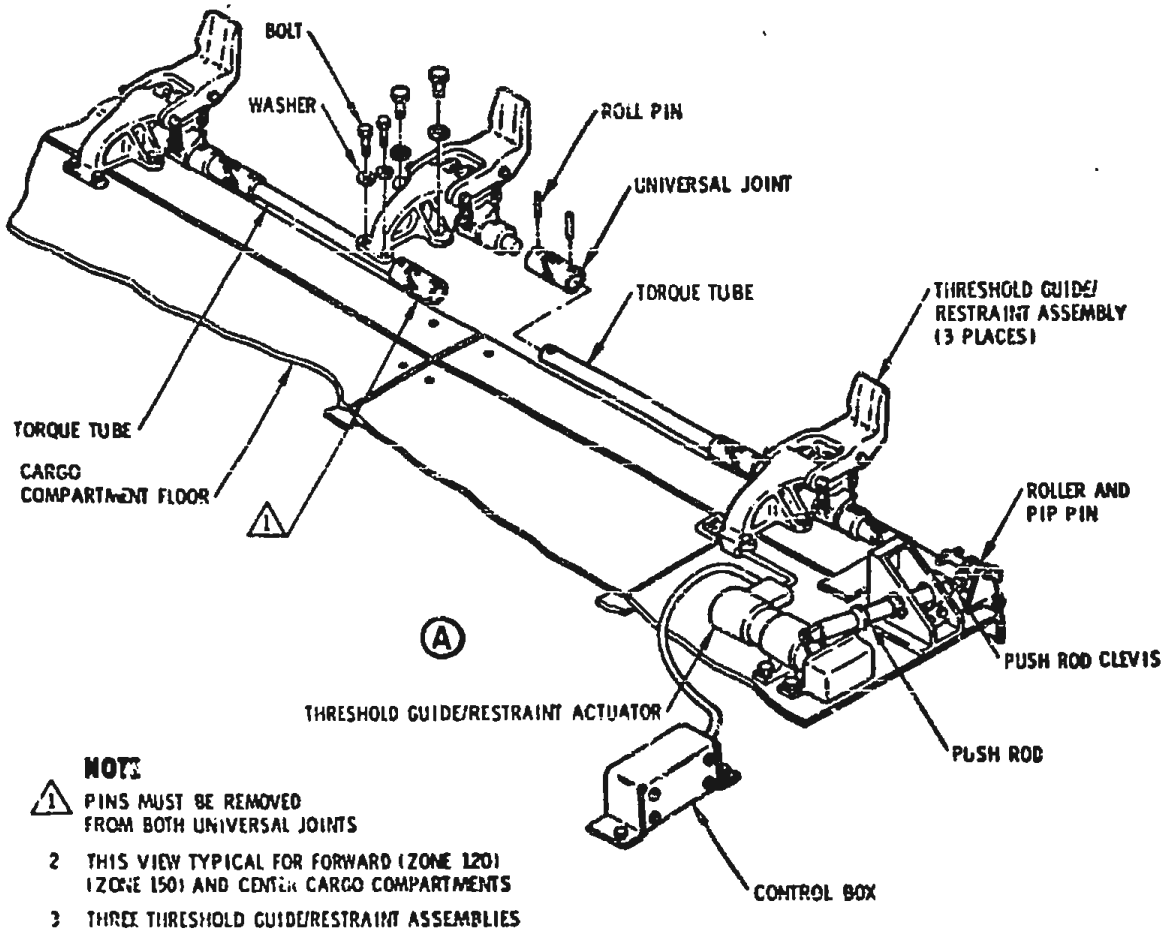
R (6) Secure coupling pins with lock-wire.

R (7) Verify threshold guide actuation dogs have maximum
R engagement. Readjust lock collar set screw at drive
R mount assembly bracket if required.

R (8) Perform threshold guide adjustment and test (Ref.
R 25-52-08).

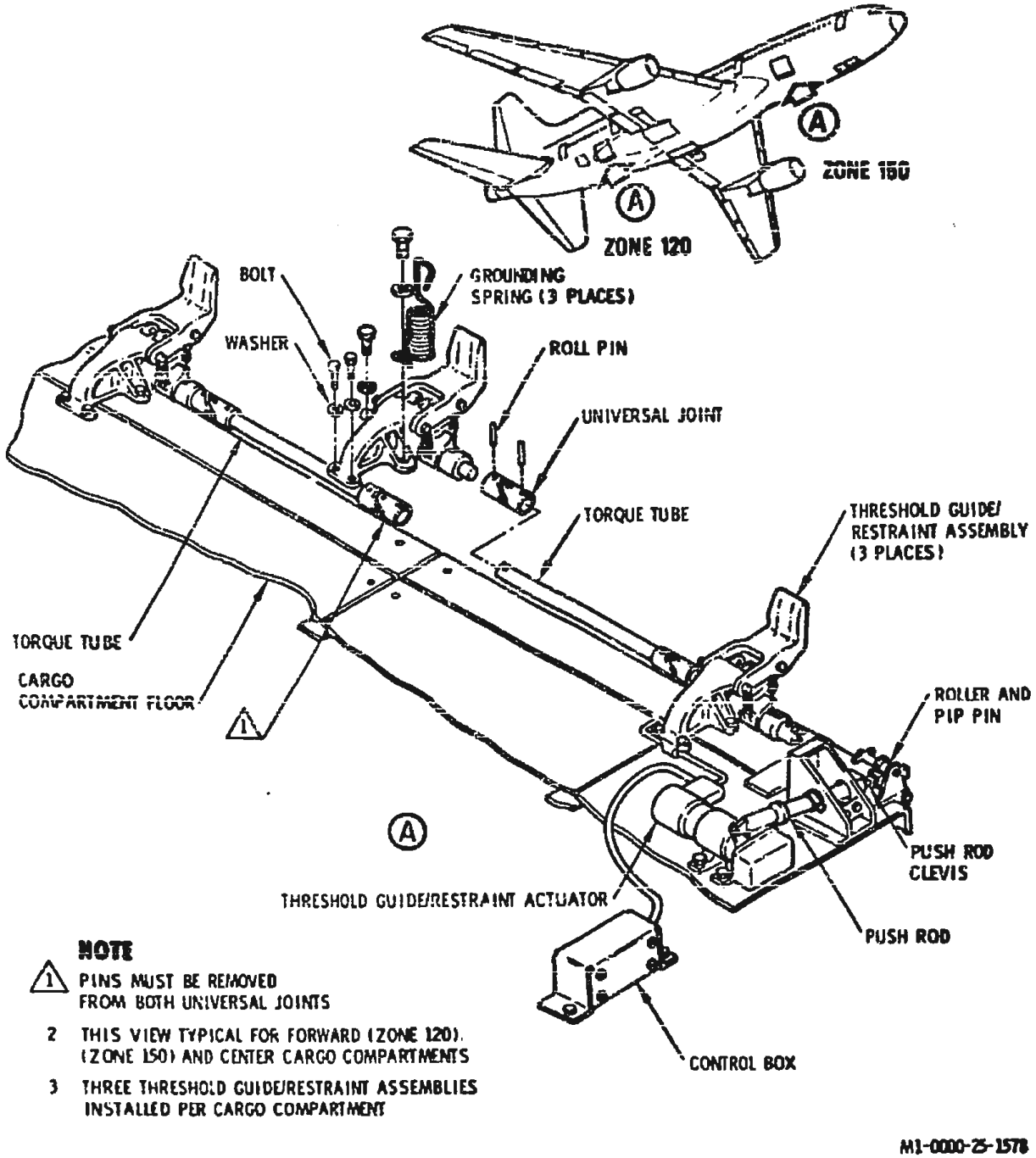
R (9) Remove tags and close circuit breakers opened in Step
R 4A(2).





R Threshold Guide/Restraint Assembly - Removal and Installation
R Figure 1

R EFFECTIVITY: 001-019 WITH SB25-147, WITHOUT
R SB25-272, 020-031 WITHOUT SB25-272



R Threshold Guide/Restraint Assembly - Removal and Installation
R Figure 401

R EFFECTIVITY: 001-019 WITH SB25-147 AND
R SB25-272, 020-031 WITH SB25-272

THRESHOLD GUIDE/RESTRAINT ASSEMBLY - ADJUSTMENT AND TEST

1. General

Three threshold guide/restraint assemblies are installed at floor level in the forward and center cargo compartment door entryways. After removal and installation of any of the components of the system the following adjustment and test should be performed.

2. Equipment and Materials

Drill rod, 0.189 inch-diameter (No. 12 drill), or equivalent

Shim stock, 0.050 inch

3. Referenced Procedures

25-52-00	Cargo Loading and Storage Systems Loading and Unloading LD3 Containers - Adjustment and Test
52-34-00	Cargo Doors Actuation System - Maintenance Practices

4. Adjustment/Test

A. Rigging Instructions

(1) Open applicable cargo door electrically or manually (Ref. 52-34-00).

WARNING: DO NOT OPERATE CARGO DOOR WHILE RIGGING THRESHOLD GUIDE/RESTRAINT ASSEMBLY.

R (2) On GALLEY LEFT circuit breaker panel zone 131, open and
R tag applicable circuit breaker, FWD (L19) or CTR CARGO DOOR - ACTUATOR and CONTROL (L20). (3) Tag manual door controls.

(4) Disconnect pushrod clevis at actuator by removing cotter pin and clevis pin (Ref. Fig. 501).

(5) Pull pip pin (point XX) and remove roller; raise and secure rack clear of the pinion.

(6) Using pendant control, operate THRESHOLD GUIDES UP and DOWN electrically six times; leave switch in UP position.

(a) Verify that when switch is in UP position the actuator arm moves inboard and then returns to vertical position, and when switch is in DOWN position the actuator arm moves outboard and then returns to vertical position.

(7) Raise all threshold guides to up position manually.

(8) Rotate threshold guide drive shaft clockwise (looking forward) until flats of drive collar meet flats of threshold guide toggle arm.

(9) Insert 0.050-inch shim between flats at point X.

(10) Engage rack on pinion so that a length of 0.189-drill rod or a No. 12 drill shank inserted through the drive mount bracket will enter the rig hole in the rack (point XXX).

(11) Loosen locknut on pushrod.

(12) Adjust pushrod length by rotating as required until holes in clevis and actuator arm are aligned.

(13) Install clevis pin and cotter pin.

(14) Replace roller and pip pin on top of rack.

(15) Remove drill rod (point XXX) and the 0.050-inch shim at point X.

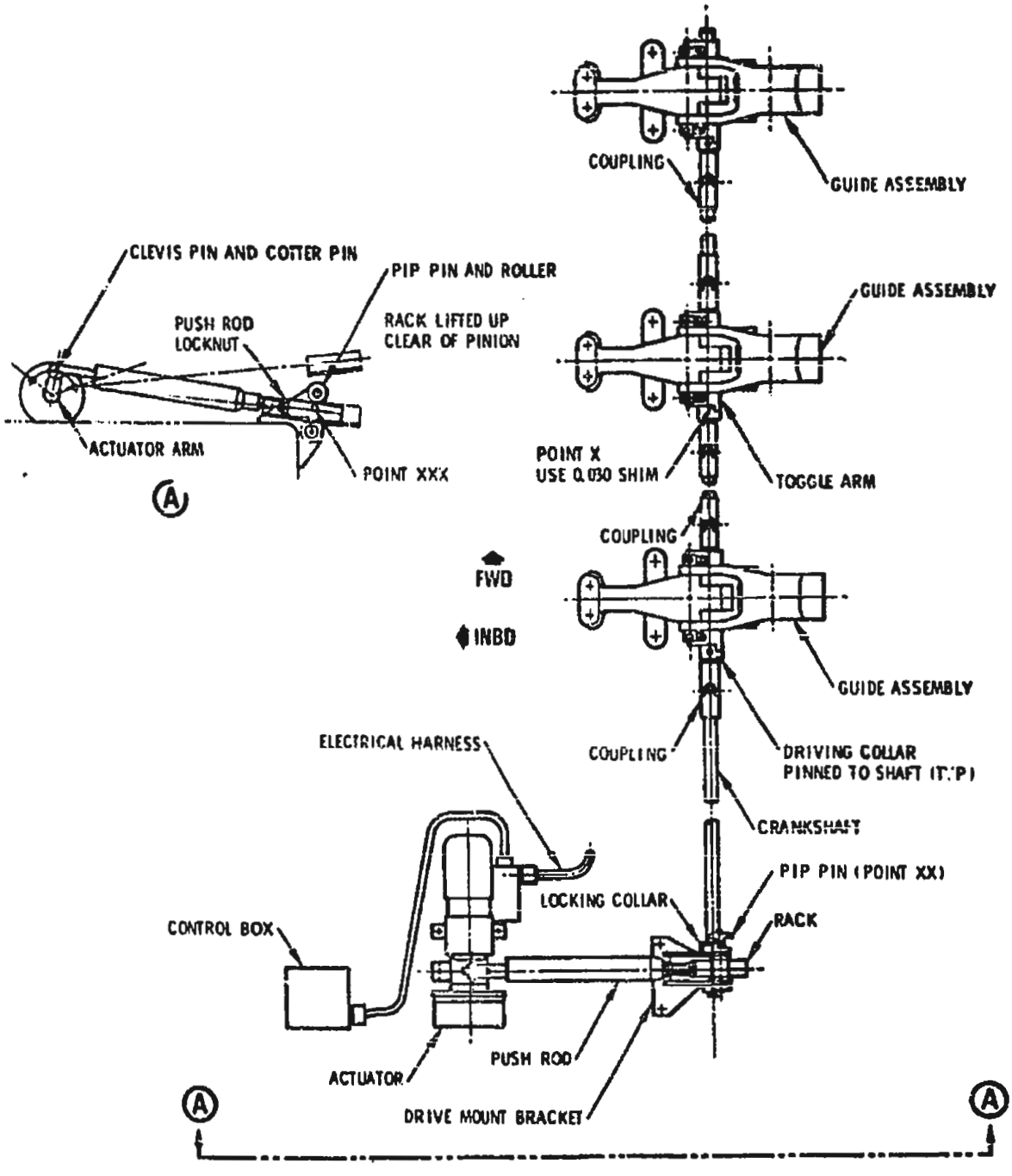
(16) Actuate threshold guides DOWN and UP electrically six times. Verify that all components operate smoothly with no binding.

(17) In the UP position, verify that there is 0.050-inch clearance at point X. Readjust pushrod length if required.

(18) Tighten locknut on pushrod. Verify all coupling (roll) pins are lock-wired.

(19) Remove tags from manual door controls.

(20) Close circuit breakers opened in Step 4A(2).



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Threshold Guide/Restraint Assembly - Adjustment and Test
Figure 501

RELAY CONTROL BOX ASSEMBLY -- REMOVAL AND INSTALLATION

1. General

A relay control box assembly is installed at the forward side of the forward and center cargo compartment access doors, zones 122 and 152 (Ref. Fig. 401).

2. Removal/Installation

A. Removal

(1) On galley left circuit breaker panel, zone 130, open and tag circuit breaker CARGO LOADER, FWD (L19) or CTR (L20), as applicable.

R
R

On AC BUS NO. 2 circuit breaker panel, zone 137, open and tag circuit breaker AC CARGO LOADER, FWD or CTR, as applicable.

(2) Disconnect pendant control eletrical connector from base of relay control box.

(3) Remove pendant control from relay control box.

(4) Loosen screws on inboard side of relay control box, and hinge (swing) panel outboard.

(5) Disconnect electrical connectors from forward side of relay control box.

(6) Remove screws attaching relay control box frame to structure.

(7) Remove relay control box from aircraft.

B. Installation

(1) Verify circuit breakers opened in Step 2A(1) are open and tagged.

(2) Place relay control box in position in cargo compartment.

(3) Loosen screws on inboard side of relay control box, and hinge (swing) panel outboard.

(4) Install screws to attach relay control box to structure.

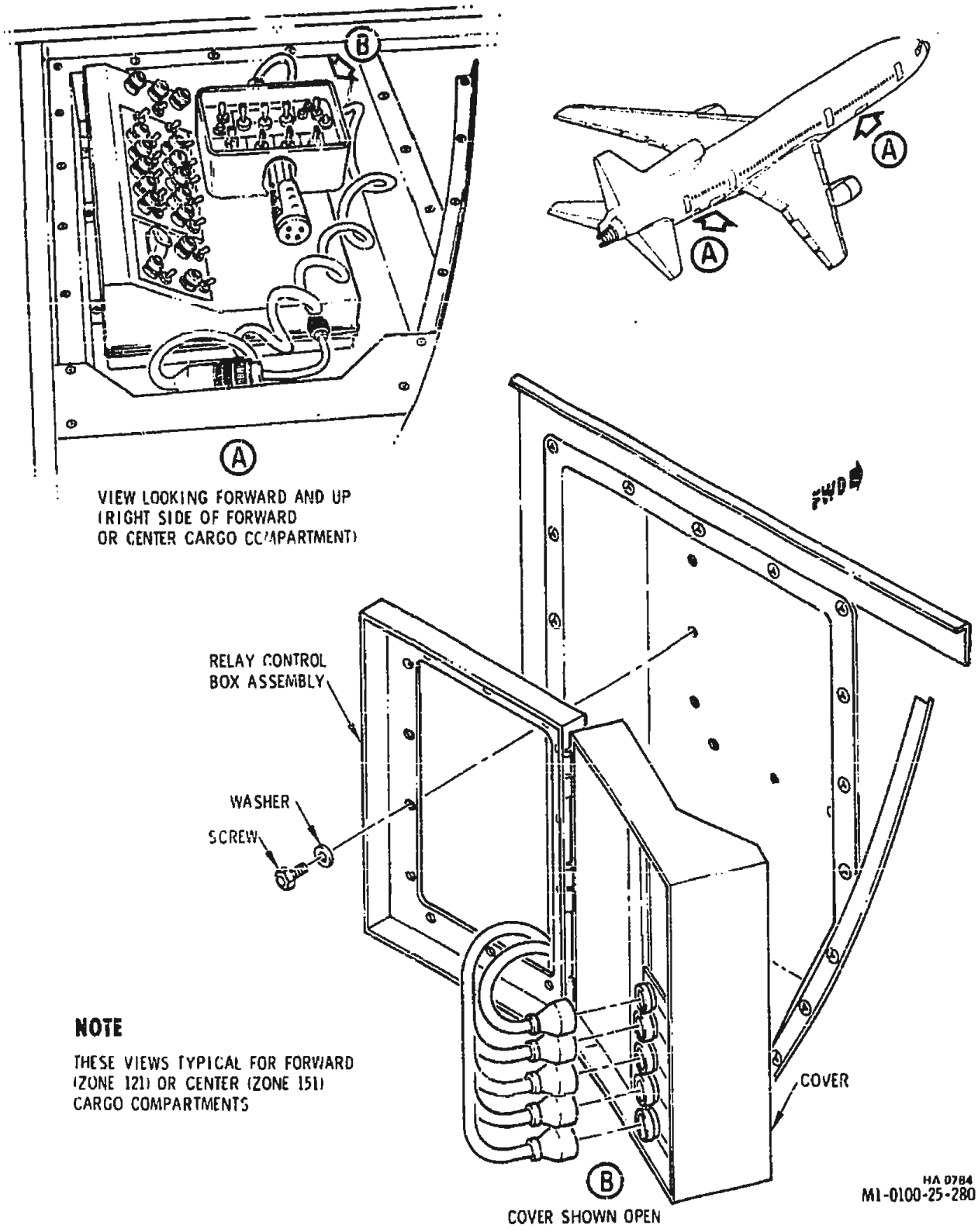
(5) Connect electrical connectors at forward side of relay control box.

(6) Hinge (swing) panel inboard and tighten screws on inboard side of relay control box.

R (7) Install pendant control to face of relay control box.

R (8) Connect pendant control electrical connector to base of
R relay control box.

(9) Remove tags and close circuit breakers opened in Step 2A(1).



NOTE

THESE VIEWS TYPICAL FOR FORWARD (ZONE 121) OR CENTER (ZONE 151) CARGO COMPARTMENTS

R Relay Control Box Assembly - Removal and Installation
R Figure 401

TRANSVERSE GUIDE/STOP ASSEMBLY (WITH/WITHOUT SPRING) REMOVAL AND INSTALLATION

1. General

Each transverse guide/stop assembly (with/without spring) in the forward or center cargo compartment is removed and installed identically (Ref. Fig. 401).

2. Removal/Installation

A. Removal

R (1) Gain access to forward or center cargo compartment.

R (2) Disconnect clevis from rod or cable (or both, if applicable) which is attached to transverse guide/stop assembly.

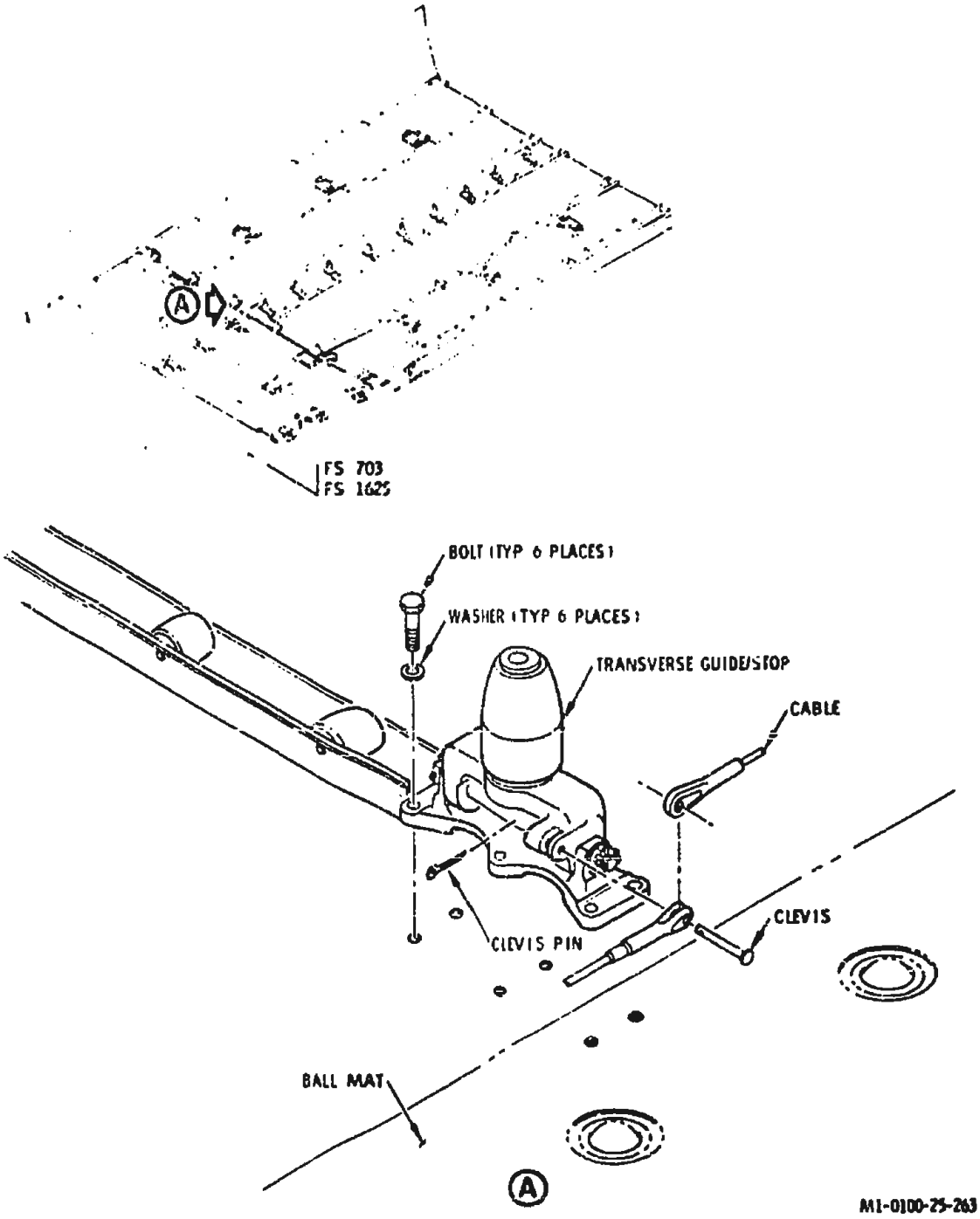
(3) Remove bolts and washers attaching transverse guide/stop assembly to cargo compartment floor.

B. Installation

(1) Position transverse guide/stop assembly on cargo compartment floor.

(2) Install bolts and washers attaching transverse guide/stop assembly to cargo compartment floor.

R (3) Connect clevis from rod or cable (or both, if applicable) to transverse guide/stop assembly.



Transverse Guide/Stop Assembly - Removal and Installation
Figure 401

LONGITUDINAL GUIDE/STOP ASSEMBLY - REMOVAL AND INSTALLATION

1. General

Each longitudinal guide/stop assembly in the forward or center cargo compartment is removed and installed identically.

2. Removal/Installation

A. Removal

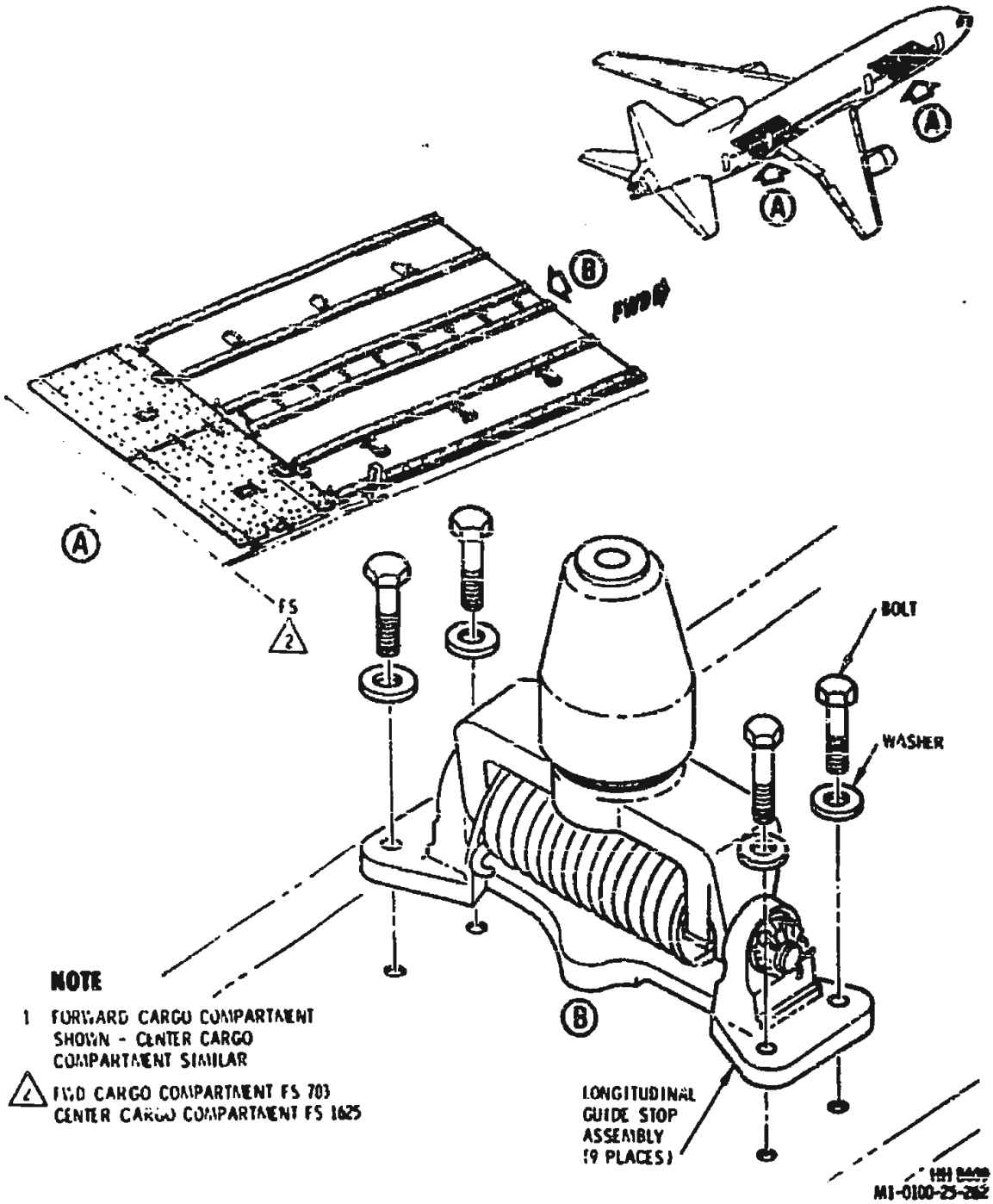
(1) Gain access to the forward or center cargo compartment (Ref. Fig. 401).

(2) Remove screws and washers attaching longitudinal guide/stop assembly to cargo compartment floor.

B. Installation

(1) Position longitudinal guide/stop assembly on cargo compartment floor.

(2) Install screws and washers attaching longitudinal guide/stop assembly to cargo compartment floor.



NOTE

1 FORWARD CARGO COMPARTMENT SHOWN - CENTER CARGO COMPARTMENT SIMILAR

2 FWD CARGO COMPARTMENT FS 703
CENTER CARGO COMPARTMENT FS 1625

Forward and Center Cargo Compartment Longitudinal Guide/Stop Assembly - Removal and Installation
Figure 401

R CENTER ENTRY GUIDE/STOP ASSEMBLY - REMOVAL AND INSTALLATION

R 1. General

R Center entry guide/stop assemblies are mounted between the ball
R mats (longitudinally) in the forward and center cargo
R compartments (Ref. Fig. 401).

R 2. Removal/Installation

R A. Removal

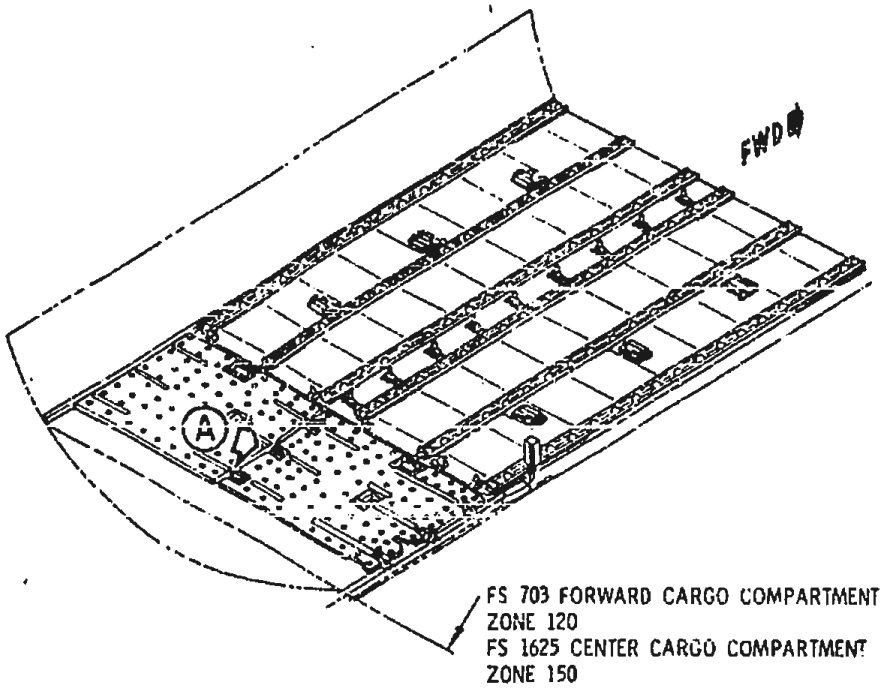
R (1) Remove cotter pin, washers, and clevis pin connecting
R cable clevis to guide/stop assembly.

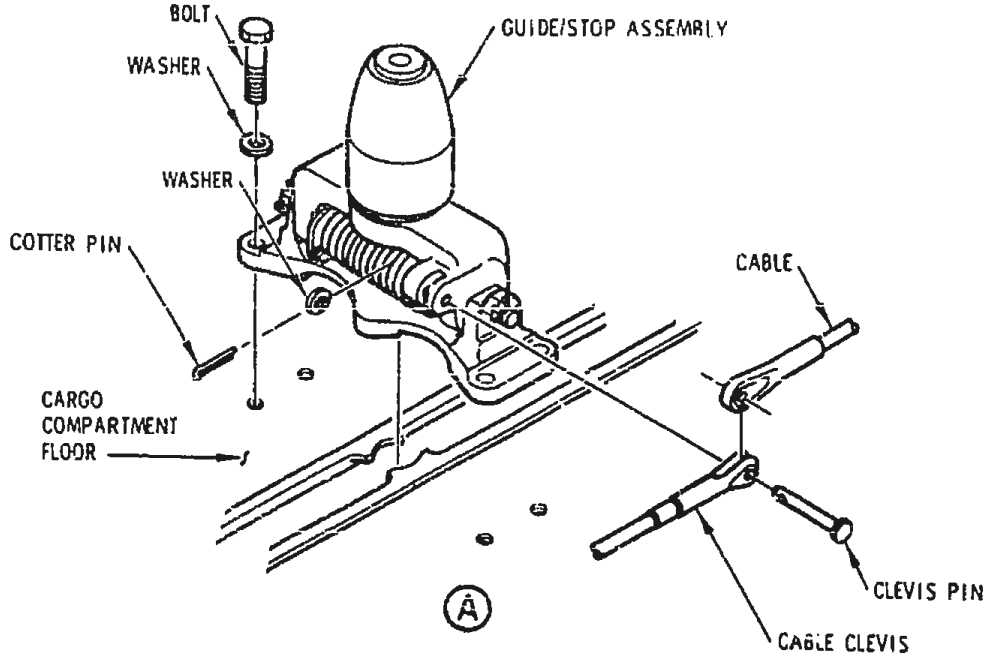
R (2) Remove bolts and washers attaching guide/stop assembly
R to cargo compartment floor, and remove from aircraft.

R B. Installation

R (1) Place center entry guide/stop in position on cargo
R compartment floor, and install attaching bolts and
R washers.

R (2) Connect cable clevis to guide/stop assembly with clevis
R pin, washers, and cotter pin.





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R Center Entry Guide/Stop Assembly - Removal and Installation
R Figure 401

RETRACTION ACTUATOR ASSEMBLY - REMOVAL AND INSTALLATION

1. General

Three actuators are mounted in each forward and center cargo compartment. The transverse and guide/stop retraction actuators are bolted to the cargo floor. The center entry guide/stop retraction actuator is bolted to a bracket, and the bracket is mounted to the floor. Otherwise, all three actuators are installed or removed similarly (Ref. Fig. 401, 402).

2. Equipment and Materials

Cotter pin, MS24665-151

Compound, Sealing, Low adhesion C-40-759A, Type II, Products Research Co. PR1301 BT-K, or equivalent

3. Referenced Procedures

20-51-06	Pressure Sealing of the Model L-1011 Airplane - Maintenance Practices
25-52-00	Cargo Handling and Stowage System - Adjustment and Test

4. Removal/Installation

A. Removal

(1) On GALLEY DC BUS left circuit breaker panel, zone 130, open and tag circuit breaker CARGO LOADER - FWD (L19)
R or CTR (L20) as applicable.

R On mid electrical AC BUS No. 2 circuit breaker panel
R No. 2, zone 137, open and tag circuit breaker FWD or CTR AC CARGO LOADING as applicable.

(2) Threshold guide/stop retraction actuators in each forward and center cargo compartment are removed as follows:

(a) On aircraft 001-014 without SB25-147, disconnect and remove electrical connector from actuator (Ref. Fig. 401).

(a) On aircraft 001-014 with SB25-147 and 015-999, disconnect control box harness at control box and disconnect electrical connector from actuator (Ref. Fig. 401).

(b) Remove cotter pin, washers, and clevis pin connecting actuating rod to actuator output arm.

(c) Remove bolts and washers attaching threshold guide/stop retraction actuator to cargo compartment floor and remove actuator from aircraft.

(3) Center entry guide/stop actuators in each forward and center cargo compartment are removed as follows:

(a) Disconnect electrical connector from actuator.

(b) Remove cotter pin, washers and clevis pin connecting actuating arm to actuator output arm (Ref. Fig. 402).

(c) Remove bolts and washers attaching actuator bracket to cargo compartment floor.

(d) Remove nuts, washers, and bolts attaching actuator to mounting bracket and remove actuator from aircraft. Retain bracket for reinstallation of replacement actuator.

(4) Transverse guide/stop actuators in each forward and center cargo compartment are removed as follows:

(a) Disconnect electrical connector from actuator.

(b) Remove cotter pin, washers, and clevis pin connecting actuating rod to actuator output arm (Ref. Fig. 401).

(c) Remove bolts and washers attaching actuator to cargo compartment floor and remove actuator from aircraft.

B. Installation

(1) Verify that circuit breakers opened in Step 4A(1) are
R open and tagged.

R (2) Threshold guide/stop retraction actuators in each forward and center cargo compartment are installed as follows:

(a) Verify that mounting hole area of cargo compartment floor is clean (old sealant removed).

(b) Apply sealant to bottom of actuator mounting brackets and place in position on cargo compartment floor.

(c) Install washers and bolts and coat heads of bolts with sealant.

(d) Install connecting actuating rod to actuator output arm with clevis pin, washers and cotter pin.

(e) Connect electrical connector to actuator.

(f) On aircraft 001-014 with SB25-147 and 015-999, connect control box harness to control box.

(3) Center entry guide/stop actuators in each forward and center cargo compartment are installed as follows:

(a) Verify that mounting hole area of cargo compartment is clean (old sealant removed).

(b) Position actuator on mounting bracket and install bolts, washers and nuts.

(c) Apply sealant to bottom of mounting bracket attach hole area and place in position on cargo compartment floor.

(d) Install washers, bolts and secure mounting bracket and actuator to cargo compartment floor. Coat bolt heads with sealant.

(e) Install connecting actuating rod to actuator output arm with clevis pin, washers and cotter pin.

(f) Connect electrical connector to actuator.

(4) Transverse guide/stop retraction actuators in each forward and center cargo compartment are installed as follows:

(a) Verify that mounting hole area of cargo compartment floor is clean (old sealant removed).

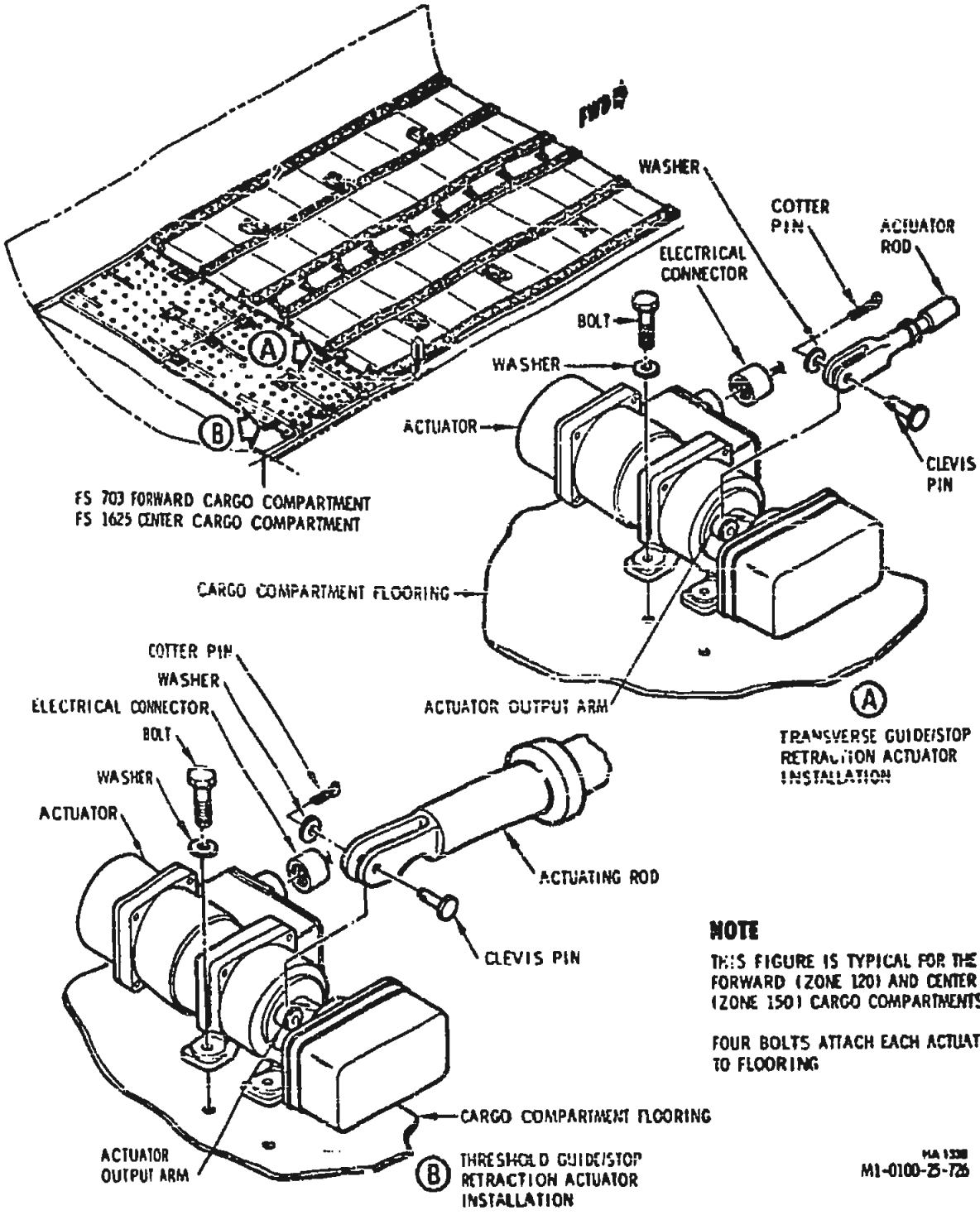
(b) Apply coat of sealant to bottom of actuator mounting brackets.

(c) Install washers, bolts and secure actuator to cargo compartment floor. Coat bolt heads with sealant.

(d) Install connecting actuating rod to actuator output rod with clevis pin, washers and cotter pin.

(5) Remove tags and close circuit breakers opened in Step 4A(1).

(6) Perform applicable Forward or Center Cargo Compartment Operational test (25-52-00, 501).



NOTE

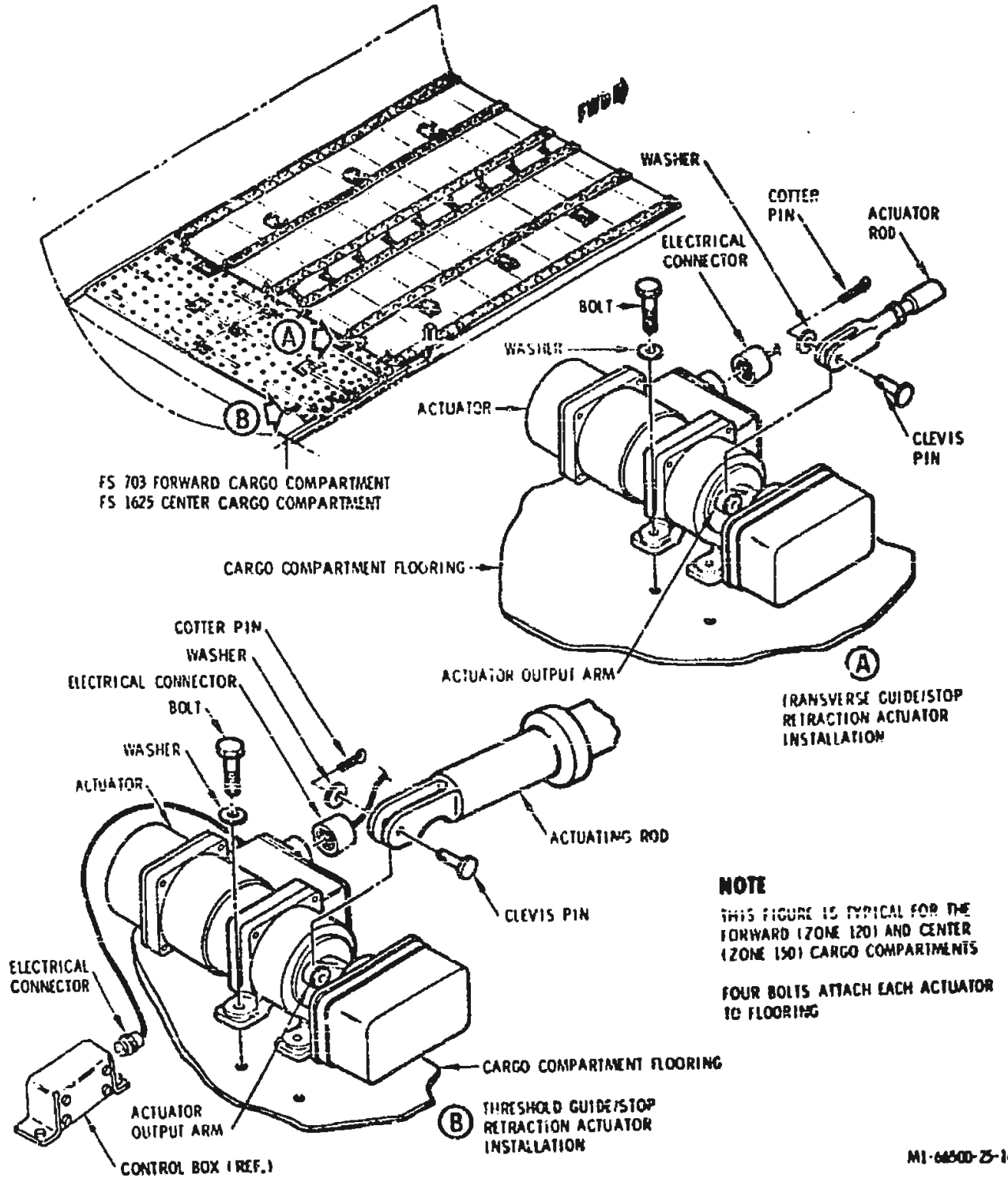
THIS FIGURE IS TYPICAL FOR THE FORWARD (ZONE 120) AND CENTER (ZONE 150) CARGO COMPARTMENTS

FOUR BOLTS ATTACH EACH ACTUATOR TO FLOORING

R Threshold and Transverse Guide/Stop Retraction Actuator Assembly
R Removal and Installation
R Figure 401

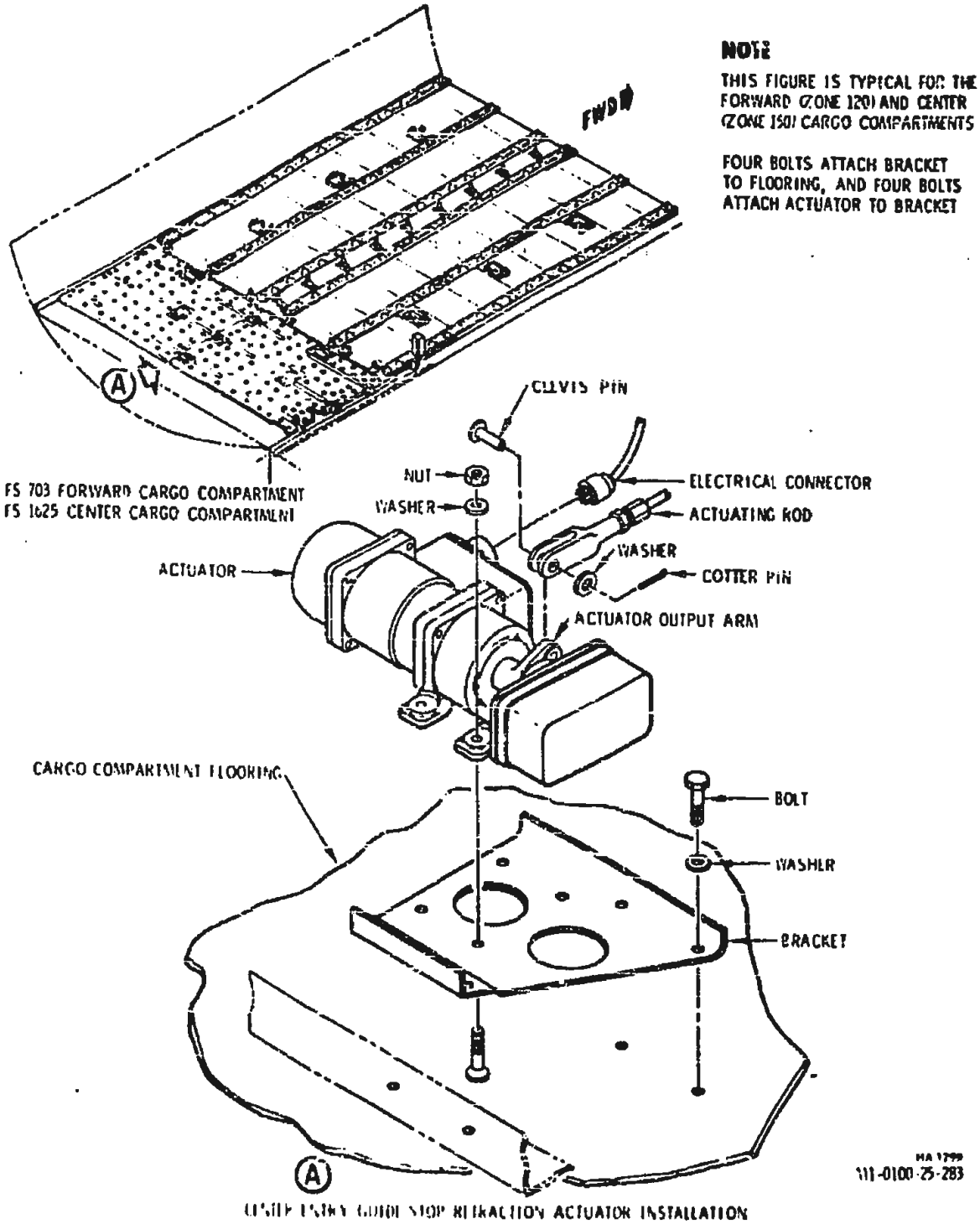
EFFECTIVITY: 001-014 WITHOUT SB25-147

001B



R R R Threshold and Transverse Guide/Stop Retraction Actuator Assembly
Removal and Installation
Figure 401

EFFECTIVITY: 001-014 WITH SB25-147 AND 015-999



CENTER ENTRY GUIDE STOP RETRACTION ACTUATOR INSTALLATION

R Center Entry Guide/Stop Retraction Actuator Assembly
R Removal and Installation
R Figure 402

EFFECTIVITY: ALL

THRESHOLD GUIDE/RESTRAINT CRANKSHAFT - REMOVAL AND INSTALLATION

1. General

A threshold guide/restraint crankshaft is mounted at the base and aft end of the forward and center cargo compartment door entryways. Each crankshaft is removed and installed similarly (Ref. Fig. 401).

2. Referenced Procedure

25-52-00 Cargo Compartment - Adjustment and Test

3. Removal/Installation

A. Removal

(1) Loosen bolt and clamp holding forward end of crankshaft to aft threshold guide.

(2) Remove locknut and bolt securing crankshaft to push rod.

(3) Remove bolts and washers attaching bracket to floor.

NOTE: The bracket contains the crankshaft aft fulcrum.

Bracket must be loosened from cargo compartment floor, only to allow removal of crankshaft.

(4) Remove crankshaft from aircraft.

B. Installation

(1) Insert crankshaft aft end into fulcrum on bracket.

(2) Engage crankshaft forward end with aft threshold guide.

(3) Install bolts and washers attaching bracket to floor.

(4) Electrically operate threshold guide/restraint retraction actuator arm to full up position.

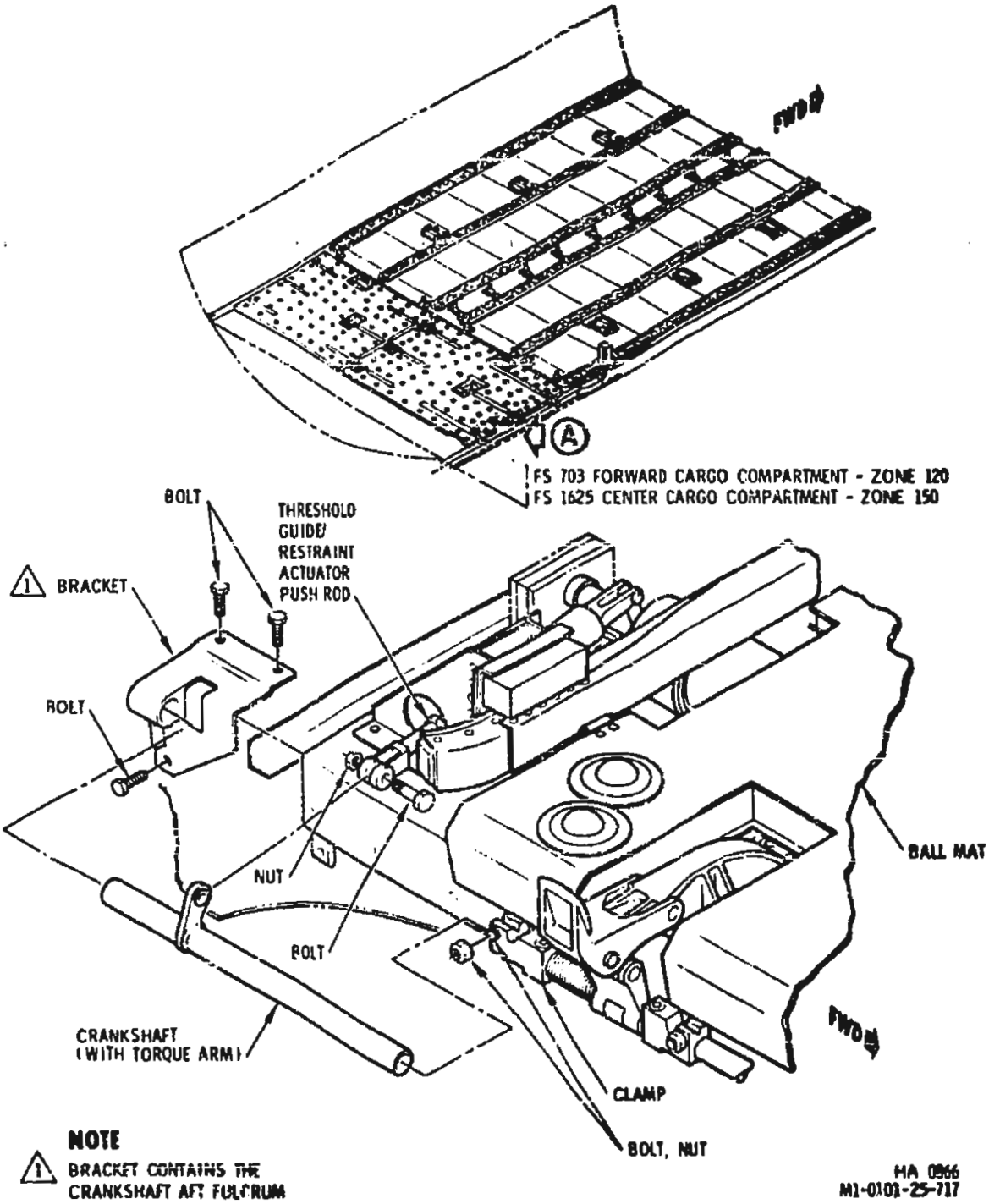
(5) Place crankshaft forward end into restraint assembly end clamps for maximum engagement.

(6) Torque restraint assembly end clamp bolts 75 to 80 lb in.

(7) Connect push rod to threshold guide/restraint retraction actuator. Check that cotter pin is installed in clevis bolt.

NOTE: The threshold guide/restraint assemblies are spring-loaded to the up position.

(8) Perform operational test procedure applicable to restraint assemblies (Ref. 25-52-00).



Threshold Guide/Restraint Crankshaft - Removal and Installation
Figure 401

TRANSVERSE GUIDE IMPACTOR ASSEMBLY - REMOVAL AND INSTALLATION

1. General

A transverse guide impactor assembly is installed in the forward and center cargo compartments, zones 121 and 151. The removal and installation procedure for each assembly is similar (Ref. Fig. 401).

2. Removal/Installation

A. Removal

(1) Disconnect impactor from right transverse guide/stop by removing cotter pin and clevis pin (2 places).

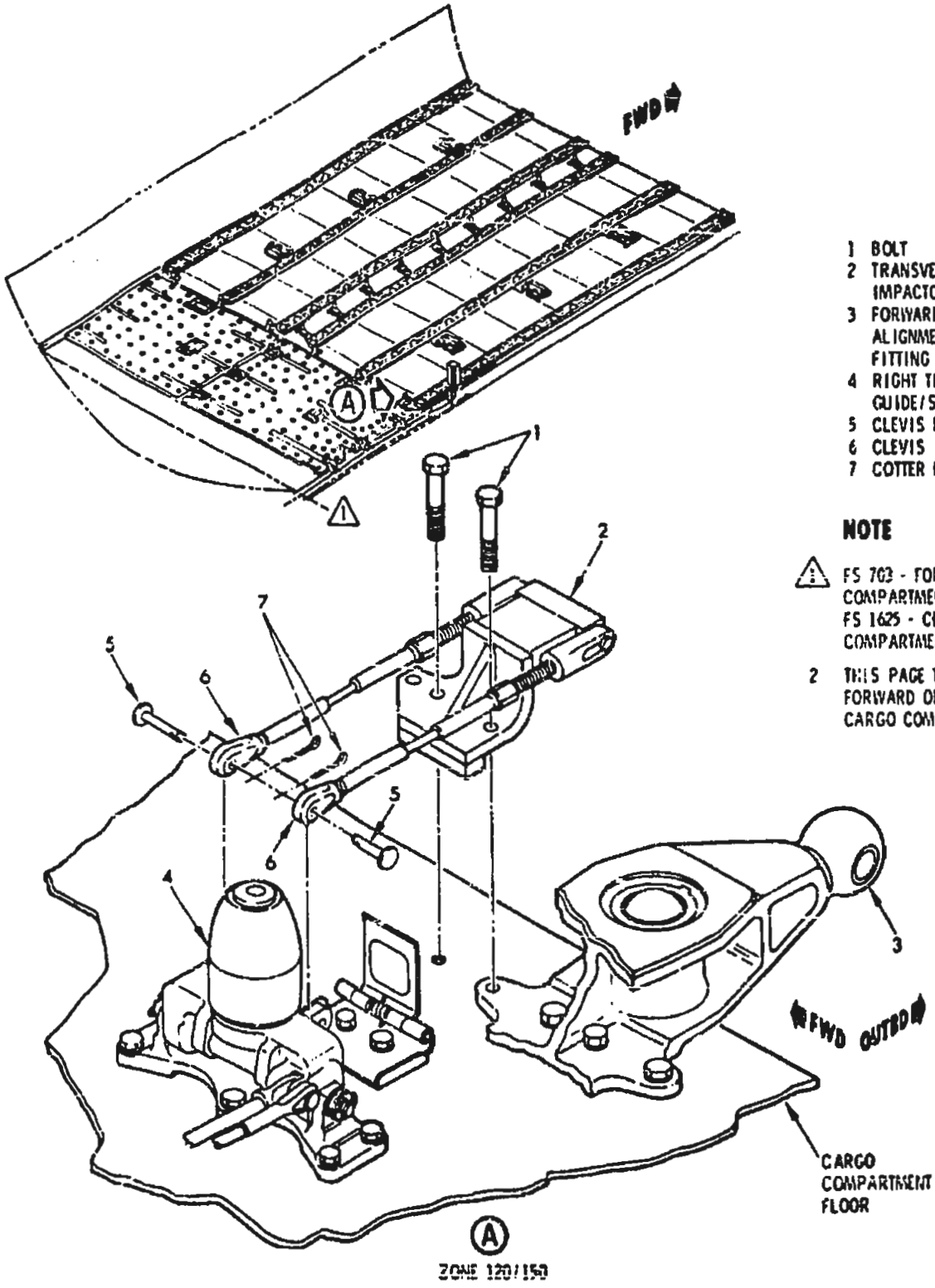
(2) Remove bolts securing impactor to cargo compartment floor, and remove impactor from aircraft.

B. Installation

(1) Position impactor on cargo compartment floor.

(2) Install bolts securing impactor to floor.

(3) Connect impactor clevis (2 places) to right transverse guide/stop with clevis pin and cotter pin.



1 BOLT
2 TRANSVERSE GUIDE IMPACTOR ASSEMBLY
3 FORWARD GROUND ALIGNMENT LOADER FITTING
4 RIGHT TRANSVERSE GUIDE/STOP
5 CLEVIS PIN
6 CLEVIS
7 COTTER PIN

NOTE

⚠1 FS 703 - FORWARD CARGO COMPARTMENT (ZONE 120)
FS 1625 - CENTER CARGO COMPARTMENT (ZONE 150)

2 THIS PAGE TYPICAL FOR FORWARD OR CENTER CARGO COMPARTMENTS

M1-0001-25-285

Forward and Center Cargo Compartment Transverse Guide Impactor Assembly - Removal and Installation
Figure 401

R ENTRY GUIDE - REMOVAL AND INSTALLATION

R 1. General

R An entry guide is installed in the forward and center cargo
R compartments, zone 121 and 151. The removal and installation
R procedure for each entry guide is similar (Ref. Fig. 401).

R 2. Removal/Installation

R A. Removal

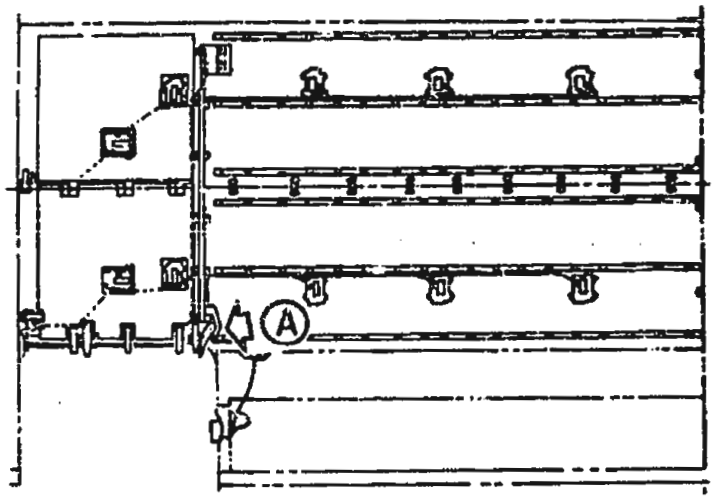
R (1) Remove bolts (2) securing entry guide to guide support.

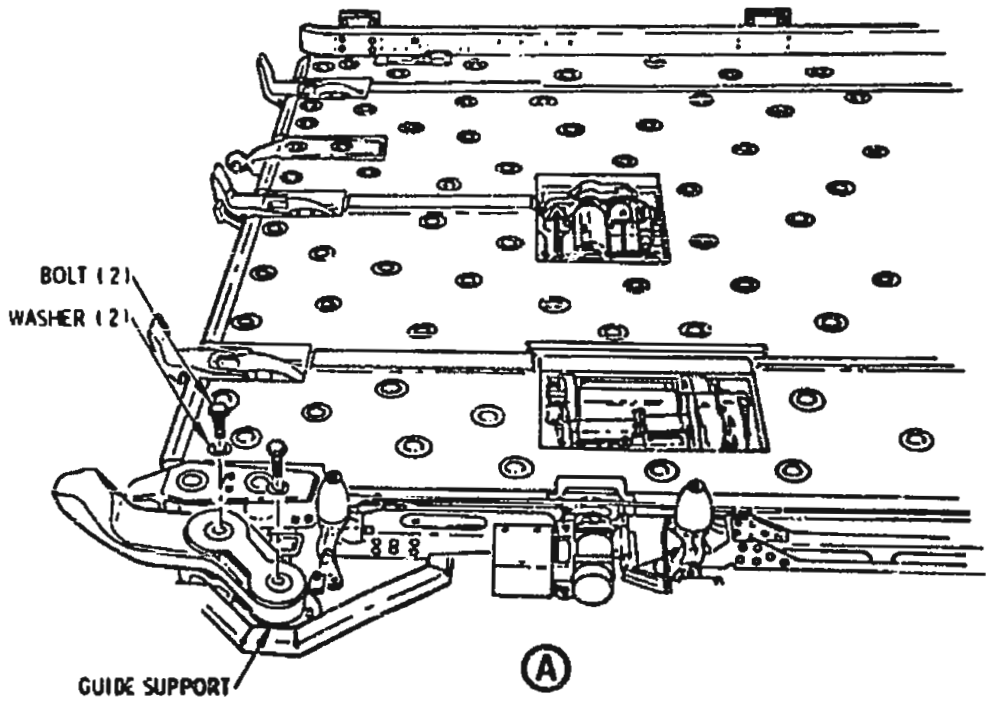
R (2) Remove entry guide from aircraft.

R B. Installation

R (1) Place entry guide on guide support.

R (2) Secure entry guide to guide support with bolts (2).





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R Forward/Center Cargo Compartment Entry Guide - Removal and
R Installation
R Figure 401

R EFFECTIVITY: 022-999

R R

GUIDE/STOP MANUAL LATCH REMOVAL AND INSTALLATION

1. General

R R R R R The guide/stop manual latch holds the guides/stops in the down position if the actuators fail to operate. The removal and installation procedure is similar for all guide/stop manual latches in the forward or center cargo compartment (Ref. Fig. 401).

2. Removal/Installation

A. Removal

R (1) Gain access to forward or center cargo compartment by opening appropriate cargo compartment door.

R (2) Verify guide/stops are in up (normal) position.

R R R NOTE: The switch for actuating the guide/stops in UP and DOWN positions is located on the pendant control assembly.

R (3) Remove bolts and washers attaching manual latch to structure (Ref. Fig. 401).

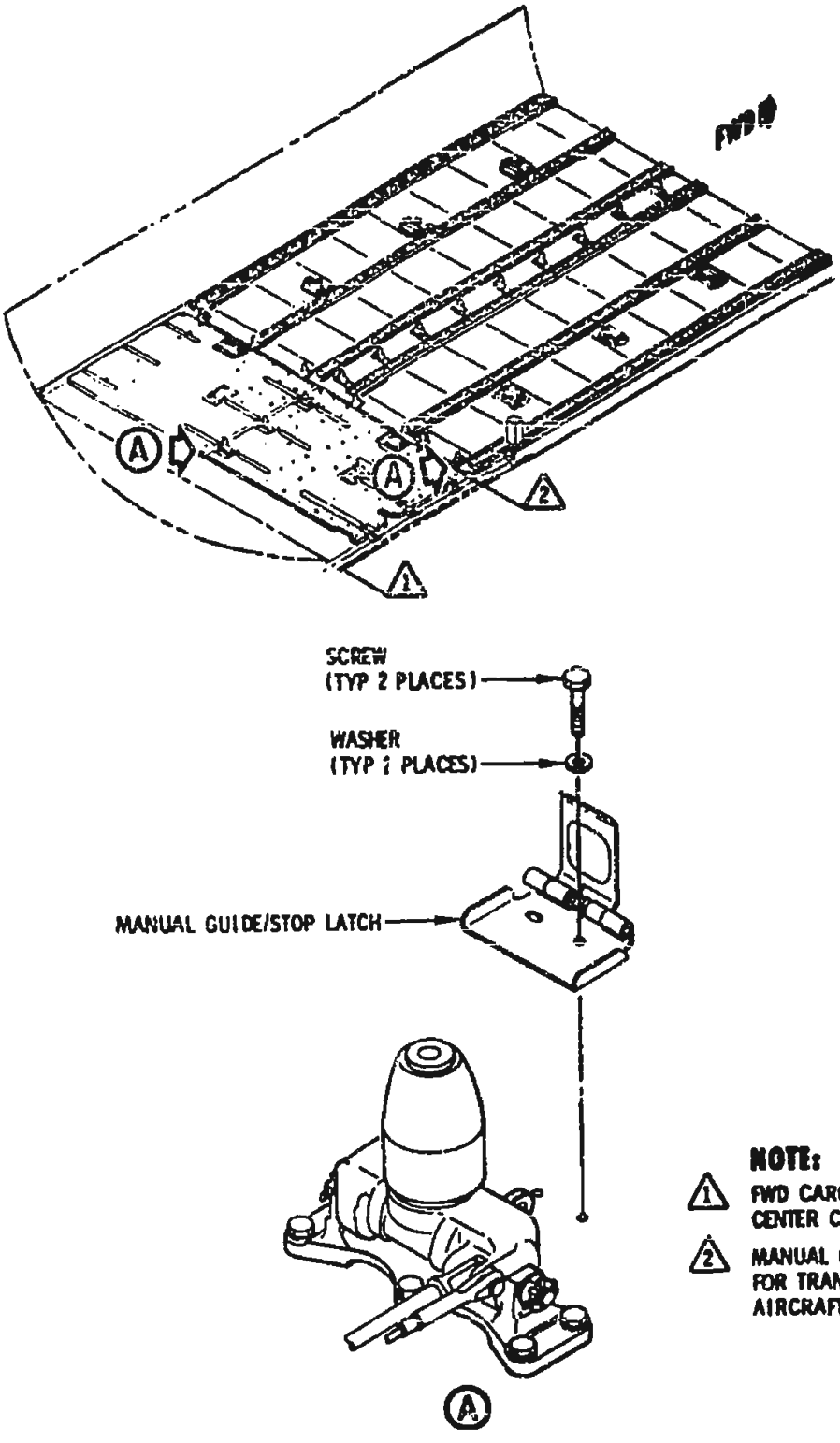
(4) Remove manual latch.

B. Installation

R (1) Verify guide/stops are in up position.

R (2) Install bolts and washers attaching manual latch to structure.

(3) Close cargo compartment door.



NOTE:

1. FWD CARGO COMPT FS 703
   CENTER CARGO COMPT FS 1625
2. MANUAL GUIDE/STOP LATCH FOR TRANSVERSE GUIDES ON AIRCRAFT 001-031 ONLY

MI-0000-25-2751

Guide/Stop Manual Latch
Removal and Installation
Figure 401

THRESHOLD CONTROL BOX ASSEMBLY - REMOVAL AND INSTALLATION

1. General

A threshold guide/restraint control box is located in the forward and center cargo compartment, just inboard of the
R threshold/restraint rotaryactuator. Both boxes are removed similarly.

2. Equipment and Materials

Lock-wire, Fed. Spec. QQ-W-390, inch diameter, or equivalent

3. Referenced Procedures

25-52-08	Threshold Guide/Restraint Assembly - Adjustment and Test
52-34-00	Cargo Doors Actuation System - Maintenance Practices

4. Removal/Installation

A. Removal

(1) Open forward or center cargo door electrically or manually (Ref. 52-34-00).

(2) On GALLEY LEFT circuit breaker panel, zone 130, open and tag circuit breaker CARGO LOADER - FWD or CTR, as applicable.

(3) Tag electrical and manual door controls.

(4) Disconnect electrical connector at the control box.

(5) Remove two bolts and washers securing control box to compartment floor and remove control box.

B. Installation

(1) Verify circuit breakers opened in Step 4A(2) are open and tagged.

(2) Position control box on cargo compartment floor with connector facing outboard and install bolts and washers.

(3) Connect electrical connector to control box.

(4) Remove tags and close circuit breakers opened in Step 4A(2).

(5) Perform adjustment and test procedures for Threshold Guide/Restraint Assembly (Ref. 25-52-08) to verify control box performance.

R # TRANSVERSE GUIDE RAIL - REMOVAL AND INSTALLATION

R 1. General

R Three transverse guide rail assemblies are installed at floor R level in the C-1A cargo compartment at fuselage stations 546, R 610, and 638. Installation of the three guide rails is R essentially the same. Fastener length and attachment patterns R differ depending on rail installation position.

R Two methods of rail removal are presented: one for complete R removal including mounting hinge support fittings, to permit R floorboard removal; and a second method which allows for rapid R rail removal without disturbing the support fittings.

R 2. Equipment and Materials

R Lock-wire, Fed Spec QQ-W-390, 0.032-inch diameter, or equivalent

R Cotter pin, MS24665-306 (5 each)

R Compound, Sealing, Low Adhesion C-40-769A, Type II, Products R Research Co. PR 1301 BT-K, or equivalent

R 3. Referenced Procedures

R	20-51-06	Pressure Sealing of the Model L-1011 Airplane - Maintenance Practices
R	25-52-00	Cargo Handling and Stowage System - Adjustment and Test
R	25-52-56	Transverse Guide Rail - Adjustment and Test

R 4. Removal/Installation

R A. Removal

R (1) Gain access to forward cargo compartment and verify R transverse guide rail(s) are in up position (Ref. R 25-52-00).

R (2) Tag cargo door and cargo loading system controls.

R (3) Remove ball mats as required for access to hinge R support fitting attachment bolts, or hinge pins and R retainers.

(4) Disconnect and remove lockpin from actuator spring end fitting (Ref. Fig. 401).

(5) If transverse rail only requires removal proceed as follows:

(a) Remove cotter pins from pin retainers at lower end of hinge.

(b) Remove pins and retainers from hinge support fittings and retain parts for reinstallation.

R (c) Remove rail assembly by pulling up and outboard (toward cargo door) until shock absorber housing separates from lower end of assembly.

NOTE: Lower half of shock absorber may be removed or left as required.

(6) If transverse rail must be removed for access below floorboards, proceed as follows:

R (a) Remove bolts and washers from all hinge support fittings. Note and record bolt type and length and washer usage to facilitate reinstallation of support fittings.

NOTE: Because of environmental sealant, it may be
R necessary to pry fittings from floor.

R (b) Remove rail assembly.

R (c) Clean sealant material from hinge support fittings and floorboards.

B. Installation

(1) Open cargo door and verify cargo door and cargo loading system controls are tagged.

(2) If transverse rail hinge support fittings were not removed proceed as follows:

(a) Insert shock absorber housing over lower end fitting and lower rail until hinges are aligned with hinge support fittings.

(b) At each hinge fitting install retainers and pins through hinge and hinge support fittings.

(c) Align pin and retainer cotter pin holes and install cotter pins.

R (d) Proceed to Step 4.

(3) If transverse rail hinge support fittings are installed on rail hinges proceed as follows:

(a) Verify floorboards are installed and hinge support fitting mounting areas are clean.

(b) Coat bottom surface of hinge support fitting with sealant.

(c) Install transverse rail with hinge fittings oriented over their respective mounting holes.

(d) Align holes and install bolts and washers as
R required in configuration noted in Step 4A(6)(a)

CAUTION: CARE MUST BE TAKEN NOT TO DISTURB THE FITTING ON THE SPRING CARTRIDGE WHICH ADJUSTS THE END FLOAT. FREE MOVEMENT IN THE SPRING CARTRIDGE MUST NOT EXCEED 0.005 INCH MAXIMUM. DAMAGE TO TRANSVERSE GUIDE ACTUATOR WILL RESULT FROM EXCESS END PLAY. REPLACE SPRING CARTRIDGE ASSEMBLY IF NECESSARY.

(4) Engage actuator spring cartridge clevis with link
R assembly and install lockpin.

R (5) Apply sealant over all hinge support fitting attachment bolt heads.

(6) Perform rigging/adjustment of transverse rail (Ref. 25-52-56, Adjustment and Test).

(7) Remove cargo door and cargo loading control tags.

(8) Perform operational check of transverse rail (Ref. 25-52-00).

(9) Install ball mat assemblies.

R # TRANSVERSE GUIDE RAIL - ADJUSTMENT AND TEST

R 1. General

R One transverse guide rail is installed at floor level in the
R forward and center cargo compartment at FS 635 and 1557. This
R procedure is applicable to both guide rails. After removal and
R installation of any component of the system the following
R rigging adjustment and test should be performed:

R 2. Equipment and Materials

R Lock-wire, Fed Spec QQ-W-390, 0.032-inch diameter, or equivalent

R 3. Referenced Procedures

R 24-41-00 External Power-Ground Service System - Maintenance
R Practices

R 25-52-56 Transverse Guide Rail - Removal and Installation

R 4. Adjustment/Test

R A. Rigging Check and Adjustment

R (1) Verify the following applicable circuit breakers are
R closed:

R (a) On galley left circuit breaker panel:

R CARGO LOADER - FWD (L19), CTR (L20)

R CARGO DOOR CONTROL - FWD (C19), CTR (C20)

R CARGO DOOR ACTUATOR - FWD (C14), CTR (C17)

R LIGHTING CARGO - FWD (E13), CTR (E14)

R (b) On mid electrical service center AC BUS NO. 2
R circuit breaker panel, zone 137:

R AC CARGO LOADING FORWARD OR CENTER

R (2) Turn on electrical power (Ref. 24-41-00).

R (3) Gain access to appropriate cargo compartment.

R (4) Verify that transverse guide rail has been properly
R installed (Ref. 25-52-56, Removal and Installation).

R (5) Remove pendant from stowed position, turn POWER switch
R on and electrically operate transverse guide rail as
R required to UP position.

R (6) Remove lockpin (or clevis pin with washer and split
R pin) that attaches spring cartridge clevis to link
R assembly.

R (7) Check that spring cartridge clevis and link assembly
R are aligned and refit lockpin (or clevis pin with
R washer and split pin). If not aligned, loosen jamnut
R on actuator rack and rotate spring cartridge in or out
R along actuator rack thread to achieve alignment. Refit
R lockpin (or clevis pin with washer and new split pin)
R and tighten jamnut on actuator rack against spring
R cartridge. On no account must the wirelocked
R components on the spring cartridge be disturbed.

R (8) Operate guide rail electrically two or three cycles to
R verify positive action occurs. Where clevis pin is
R fitted in lieu of lockpin check that clevis pin head
R clears the transverse guide rail. Fit additional
R washer to ensure clearance if necessary.

R (9) Operate rail to up position.

R (10) Loosen pushrod jamnut at cam pull support fitting, then
R remove bolt, washer and nut at lower end to free rod
R end bearing from support fitting.

R (11) Rotate rod end bearing in or out as required until rod
R end just closes witness hole in pushrod. Lock jamnut
R and reinstall rod in support fitting with bolt, washer,
R and nut.

R (12) Electrically raise and lower rail several times to
R check that rail can be raised full up and lowered fully
R to floor. Check that fingers are fully retracted
R (fingers inside of rail contour) during the first
R 0.75-inch movement (horizontal) of rail from full up
R position toward down position. If not, shorten pushrod
R (turn end bearing in, Ref. Steps (10) and (11) until
R fingers retract fully as described above.

R (13) With rail in full up position, adjust rail restraining
R cable adjustment screw until cable loop can just be
R placed over stud at outboard end of rail.

R (14) Remove cable from stud.

R (15) Verify that all jamnuts are tight, then lock-wire.

R (16) Turn off electrical power.

R R TRANSVERSE GUIDE RAIL ACTUATOR ASSEMBLY
R REMOVAL AND INSTALLATION

R 1. General

R One transverse guide rail actuator assembly (actuator) is
R installed at floor level in the forward and center cargo
R compartment at F.S. 635 and 1557.

R Removal and installation of each actuator is essentially the
R same (Ref. Fig. 401).

R 2. Equipment and Materials

R Lock-wire, Fed Spec QQ-W-390, 0.032-inch diameter, or equivalent

R Compound, Sealing, Low Adhesion C-40-769A, Type II, Products
R Research Co. PR1301 BT-K, or equivalent

R 3. Referenced Procedures

R 20-51-06 Pressure Sealing of the Model L-1011 Airplane -
R Maintenance Practices

R 25-52-00 Cargo Handling and Stowage System - Adjustment and
R Test

R 4. Removal/Installation

R A. Removal

R (1) On galley left circuit breaker panel, zone 130, open
R and tag circuit breaker CARGO LOADER FWD (L19) or CTR
R (L20) as applicable.

R (2) In remote circuit breaker box No. 2, in the MESC, zone
R 137, open and tag circuit breaker AC CARGO LOADING
R FORWARD or CENTER as applicable.

R (3) Gain access to forward or center cargo compartment.

R (4) Remove cover guard as required to gain access to
R electrical connector and attachment bolts.

R (5) Disconnect electrical connector from actuator (Ref.
R Fig. 401).

R (6) Remove lockpin attaching spring cartridge clevis to
R link assembly.

R NOTE: If lock pin is jammed, perform step (7) and back
R the spring cartridge off the actuator rack gear
R bolt.

R (7) Loosen jamnut at spring cartridge/actuator rack and
R pinions.

R (8) Remove spring cartridge from actuator rack and pinion
R and retain for reinstallation.

R (9) Remove actuator attaching bolts, washers, and guard
R bracket as required to remove actuator. Note position
R of guard bracket and washer for reinstallation.

R (10) Remove actuator assembly:

R B. Installation

R (1) Verify circuit breakers opened in Step 4A(1) and 4A(2)
R are open and tagged.

R NOTE: For this installation the transverse guide rail
R actuator will be supplied in the rail down
R position. If actuator has been supplied in the
R guide rail up position, power actuator to the
R guide rail down position taking care not to
R allow actuator rack to rest against actuator
R housing as rack can catch on housing causing
R broken rack teeth.

R NOTE: In the guide rail down position the output rack
R may be disengaged from the output pinion for
R easy actuator mounting.

R (2) Verify bottom surface of actuator attachment fittings
R and floor mounting points are clean (old sealant
R removed).

R (3) Coat bottom surface of actuator attachment fittings
R with sealant (Ref. 20-51-06).

R (4) Position actuator on cargo compartment floor and
R install bolts with washers and guard bracket.

R (5) Lock guide rail in down position.

R (6) Install jamnut on actuators output rack bolt.

R (7) If output rack becomes disengaged or is intentionally
R disengaged from output pinion, perform the following:

R (a) Position/tilt saddle away from guide rail (and C
R door).

R CAUTION: CARE MUST BE TAKEN TO ENSURE THIS STEP IS
R FOLLOWED AS ACTUATOR RIGGING WILL BE
R INCORRECT UNLESS THIS STEP IS FOLLOWED.

R (b) Engage first tooth of output rack gear onto output
R pinion, as far toward saddle as possible.

R (c) To check for correct rack/pinion gear mesh, with
R rack held horizontal, the unthreaded end shall be
R positioned 0.125 inches beyond saddle or flush
R with edge of saddle.

R (8) Thread spring cartridge onto output rack bolt and
R rotate until clevis and guide rail link holes are
R aligned.

R CAUTION: CARE MUST BE TAKEN NOT TO DISTURB FITTING ON
R SPRING CARTRIDGE WHICH ADJUSTS END FLOAT. FREE
R MOVEMENT IN SPRING CARTRIDGE IS BENCH SET NOT
R EXCEED 0.005 INCH MAXIMUM.

R (9) Install lockpin.

R (10) Tighten jamnut on rack bolt against spring cartridge
R and lockwire.

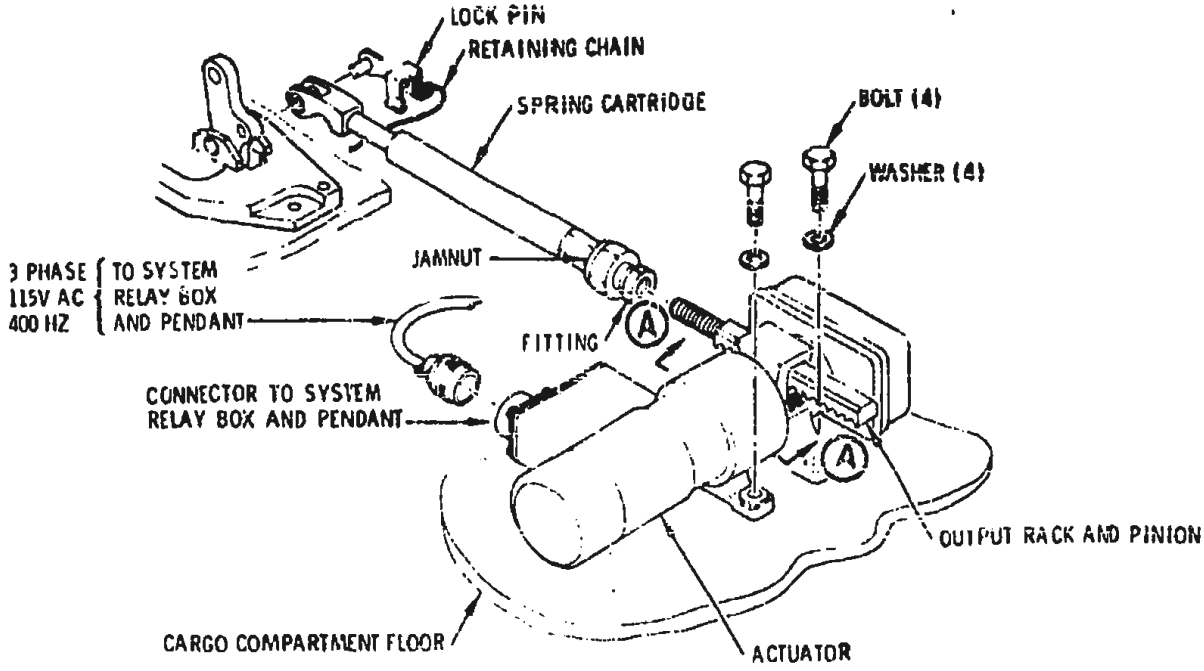
R (11) Install electrical connector.

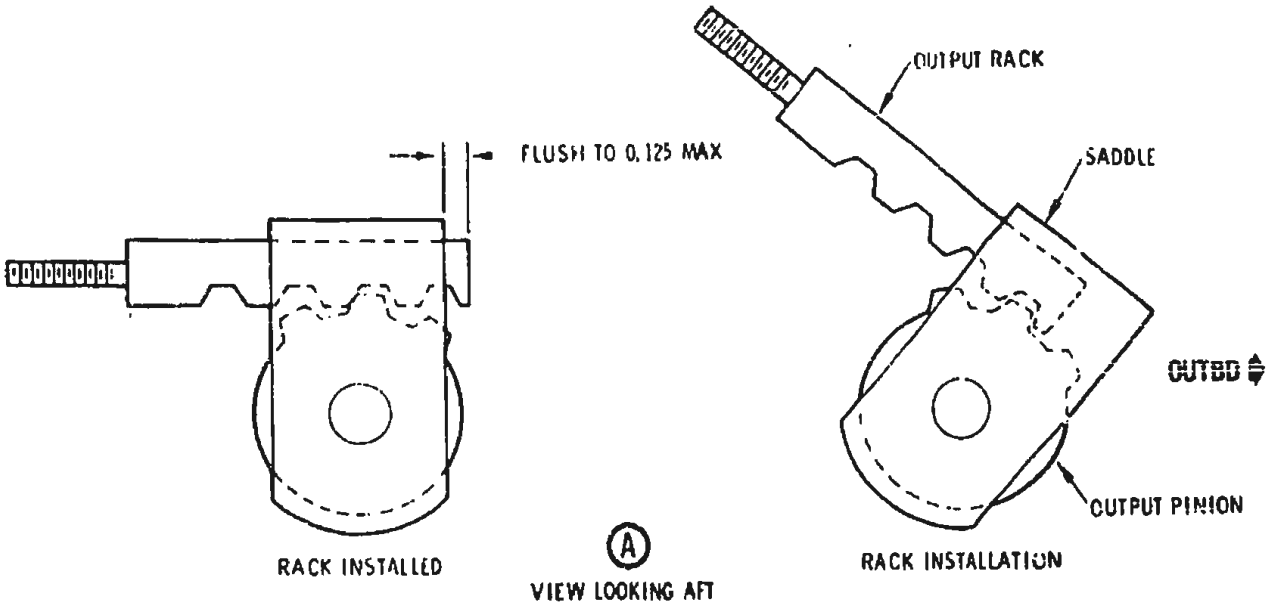
R (12) Remove tags and close circuit breakers opened in Steps
R 4A(1) and 4A(2).

R (13) Electrically operate guide rail several times.

R (14) Install cover guard.

R (15) Perform operational test of transverse guide rail (Ref.
R 25-52-00, Adjustment and Test).





M1-0000-25-3624

R Transverse Guide Rail Actuator Assembly
R Figure 401

ACCESSORY COMPARTMENTS - DESCRIPTION AND OPERATION

1. General

Accessory compartments are provided below WL 200 (Ref. 25-00-00, Fig. 3) for component installations. Each compartment is equipped with lights.

2. Forward Electronics Service Center

A. Description

R The forward electronics service center (FESC) is located in
R zones 112 and 113 (Ref. Fig. 401). The FESC is heated and pressurized. A door is provided in the fuselage for ground access. An in-flight access door in the flight compartment
R floor and a ladder provide access to the FESC. Electrical outlets are installed to provide a source of power (Ref. Fig. 2).

Electronic equipment is mounted on racks in the service center. The racks have removable shelves. Nameplates on the shelves identify the equipment. A switch in the service center controls interior lights. Extractors are provided on the electronic equipment rack shelves. Spare fuse holders are installed in the equipment racks. Forced-air cooling is provided for equipment.

3. Environmental Control System (ECS) Compartment, Left and Right

A. Description

The left and right ECS compartments (Ref. Fig. 3) are located in zones 115 through 118. The compartments are not pressurized and have no in-flight access.

Access panels are provided in the lower section of the fuselage. Environmental control system components are mounted in the compartment. A switch in the compartment controls interior lights.

4. Nose Landing Gear Wheel Well

A. Description

The nose landing gear wheel well (Ref. Fig. 4) is located in zone 114. The wheel well is not pressurized and has no in-flight access.

The nose landing gear is retracted or extended from the wheel well. Doors enclose the wheel well when the gear is retracted. The nose and main landing gear ground downlock and steering servo disconnect pins are stowed in a container on the nose landing gear wheel well right door. Switches in the external power receptacle well and flight compartment control wheel well interior lights.

5. Mid Electrical Service Center Compartment

A. Description

The mid electrical service center compartment (Ref. Fig. 5) is located in zones 137, 138, and 139. The compartment is heated and pressurized. A door is provided in the lower section of the fuselage for ground access.

An in-flight access door is installed at the aft end of the galley.

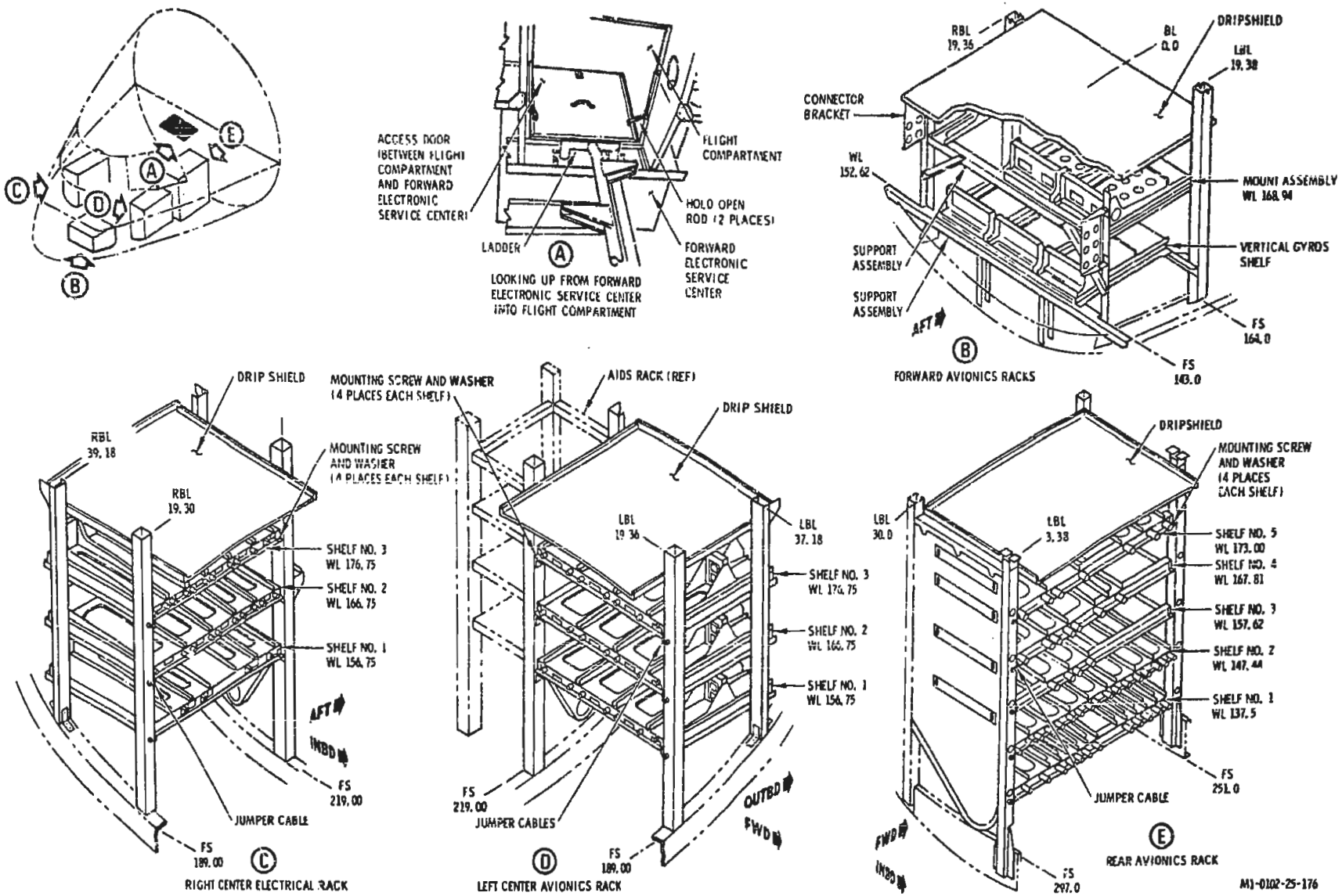
R On aircraft 001-019 with SB 11-046 and 020-999 only, a fabric triangular door warning pennant, with WATCH YOUR STEP visible to anyone entering the MESC from the galley, is
R attached to the door top hinge stiffener. The 6 by 14-inch
R pennant also alerts personnel to the possibility of the ground access hatch being open during ground maintenance.

Electrical and electronic equipment is mounted on racks in the compartment. The racks have removable shelves. Nameplates on the shelves identify the equipment. A switch in the compartment controls interior lights. Extractors are provided on the electronic equipment rack shelves. Spare fuse holders are installed in the equipment racks. Forced air cooling is provided for equipment requiring cooling. Service outlets are installed to provide a power source (Ref. Fig. 6).

6. Main Landing Gear Wheel Well, Left and Right

A. Description

The left and right main landing gear wheel wells (Ref. Fig. 7) are located in zones 149 and 148, respectively. The wheel well is not pressurized and has no in-flight access.



R Forward Electronics Service Center
R Figure 1

EFFECTIVITY: ALL

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R The main landing gear is retracted or extended from the wheel well. Doors enclose the wheel well when the gear is retracted. Each main landing gear ground downlock pin is stowed in a container on the nose landing gear wheel well right door. A switch in each main gear inboard door ground release handle well controls the wheel well interior lights. Service interphone jacks are also contained in the same well with the interior lights switch.

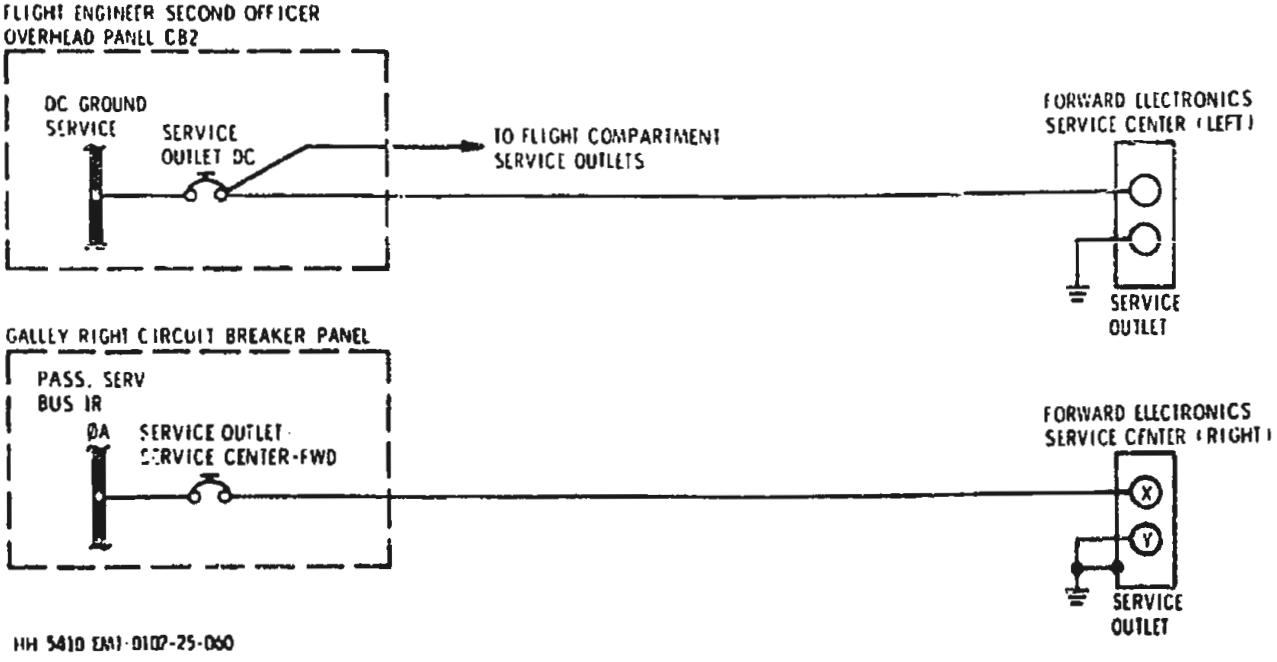
7. Hydraulic Service Center

A. Description

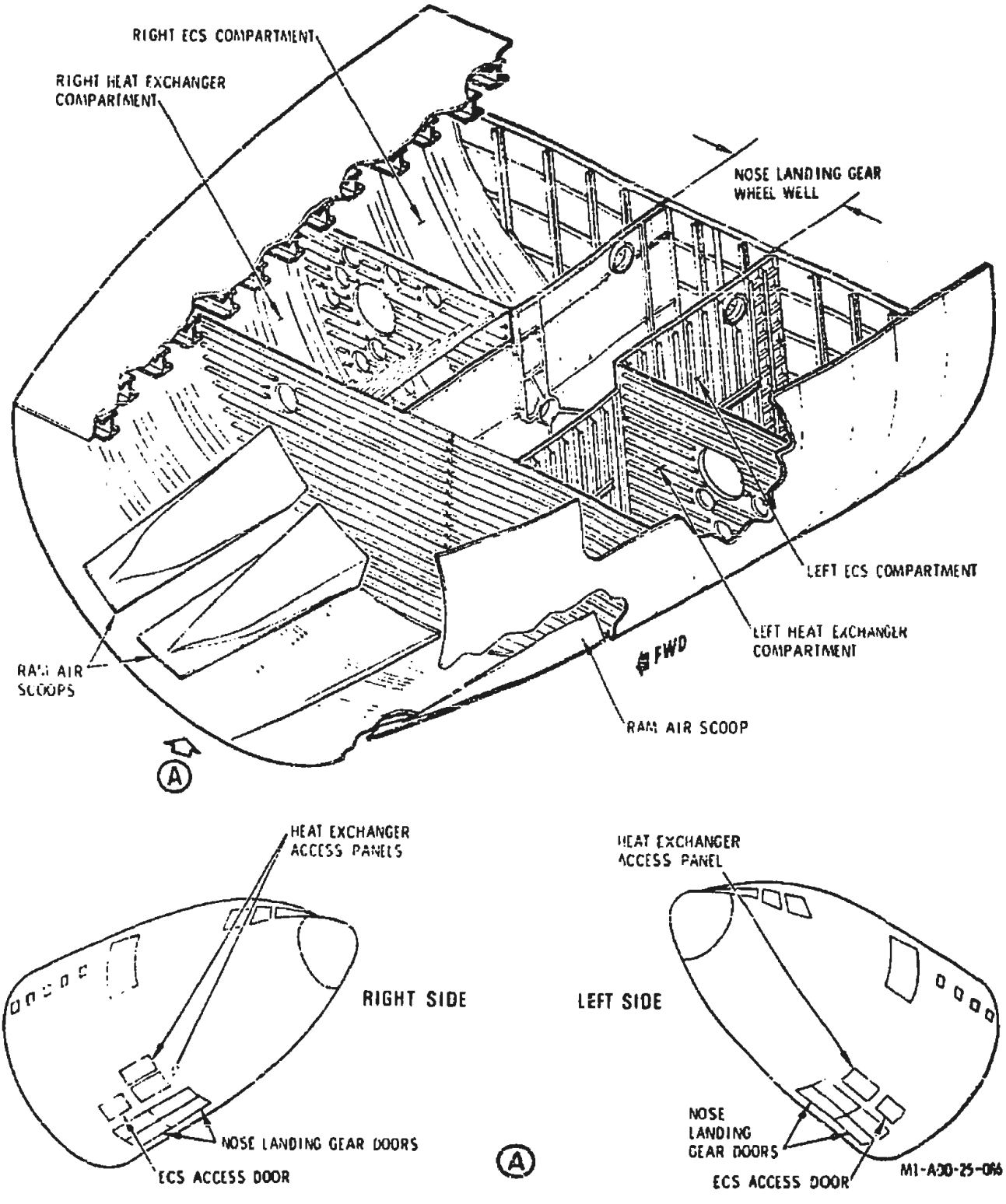
The hydraulic service center (Ref. Fig. 8) is located in zone 147. The service center is unpressurized and has no inflight access. A door is provided in the lower section of the fuselage for ground access. Hydraulic power system components are mounted in the service center. A switch in the service center controls interior lights.

8. Aft Electronic Equipment Area

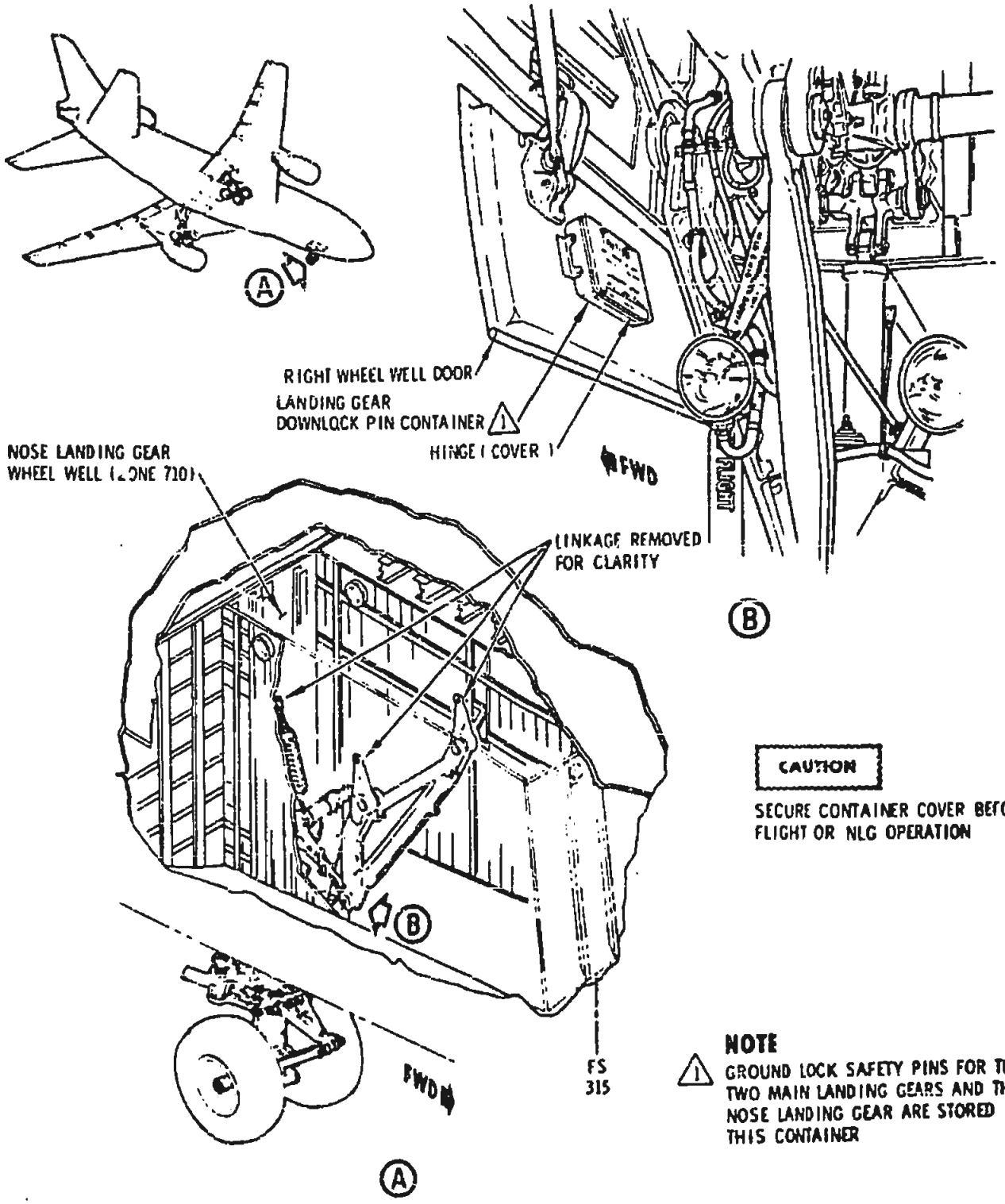
A. Description



Forward Electronics Service Center
Service Outlets Electrical Schematic
Figure 2



R Environmental Control System (ECS) Compartment,
R Left and Right
R Figure 3



R
R

Nose Landing Gear Wheel Well
Figure 4

The aft electronic equipment area (Ref. Fig. 9) is located in zone 164. The area is heated and pressurized. An in-flight access door is provided from the aft cargo compartment.

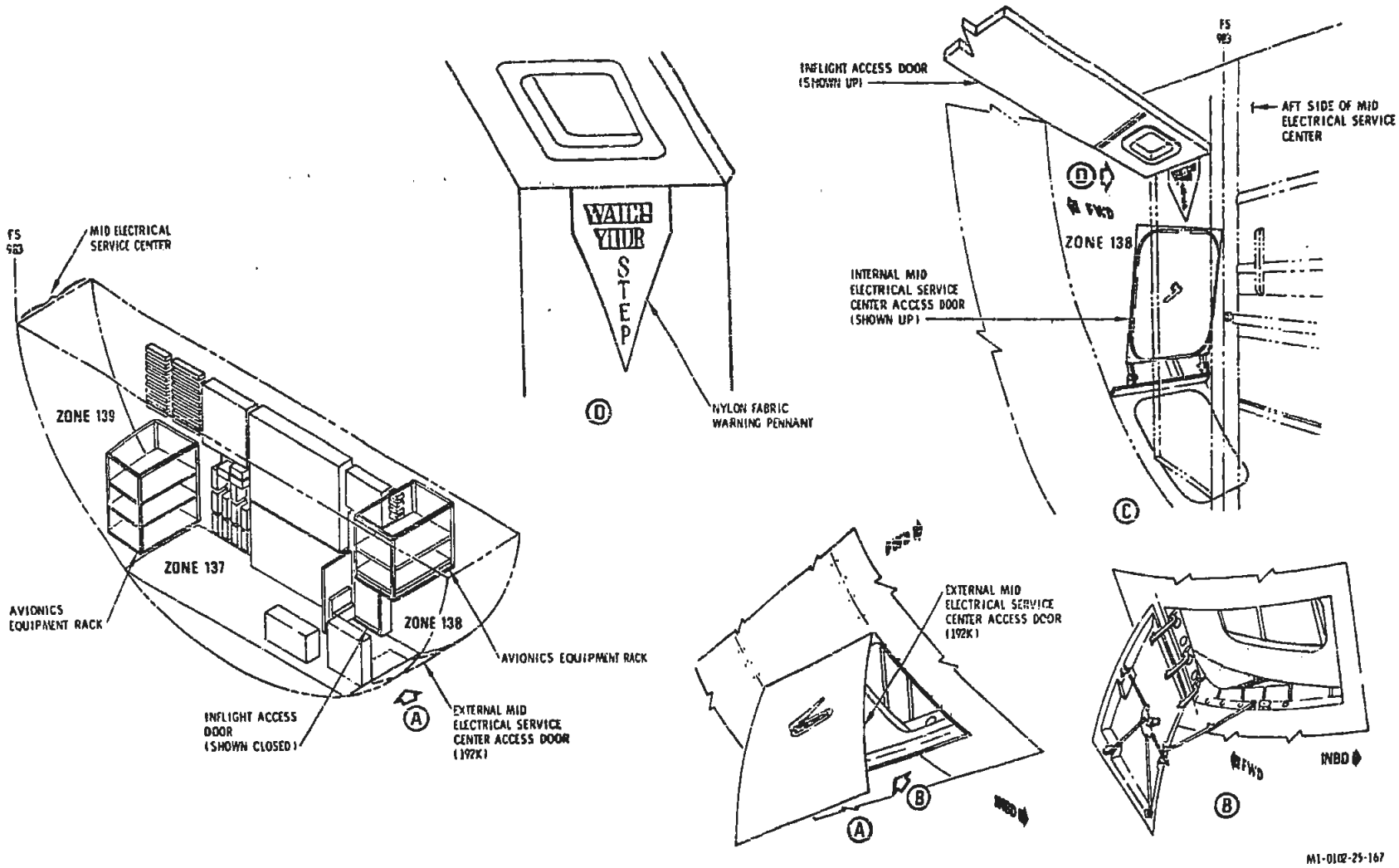
Electronic equipment is mounted on racks in the equipment area. The racks have removable shelves. Nameplates on the shelves identify the equipment. A switch in the equipment area controls interior lights. Extractors are provided on the electronic equipment rack shelves. Spare fuse holders are installed in the equipment racks. Forced-air cooling is provided for equipment. Electrical outlets are installed to provide a source of power (Ref. Fig. 10).

9. Auxiliary Power Unit (APU) Compartment

A. Description

The APU compartment (Ref. Fig. 11) is located in zone 319. The compartment is unpressurized and unheated, and has no in-flight access. A door is provided in the lower section of the fuselage for ground access.

A gas turbine APU is installed in the compartment. Firewalls isolate the compartment from the fuselage. A fire-resistant metal shield protects the external structure of the fuselage. All ducts in the compartment are fabricated of fireproof material. Drainage provisions for entrapped compartment liquids are provided. The compartment has provisions for hoisting the APU.



R
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Mid Electrical Service Center
Figure 5

EFFECTIVITY: ALL

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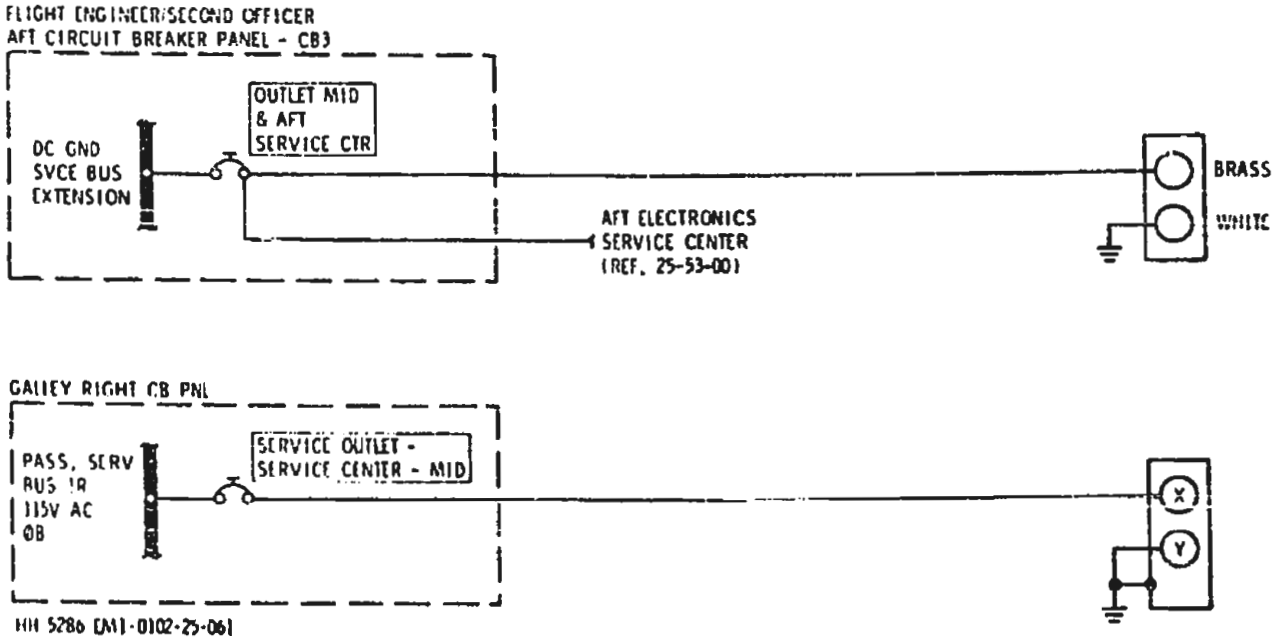

R Mid Electrical Service Center
R Service Outlets Electrical Schematic
R Figure 6

EFFECTIVITY: ALL

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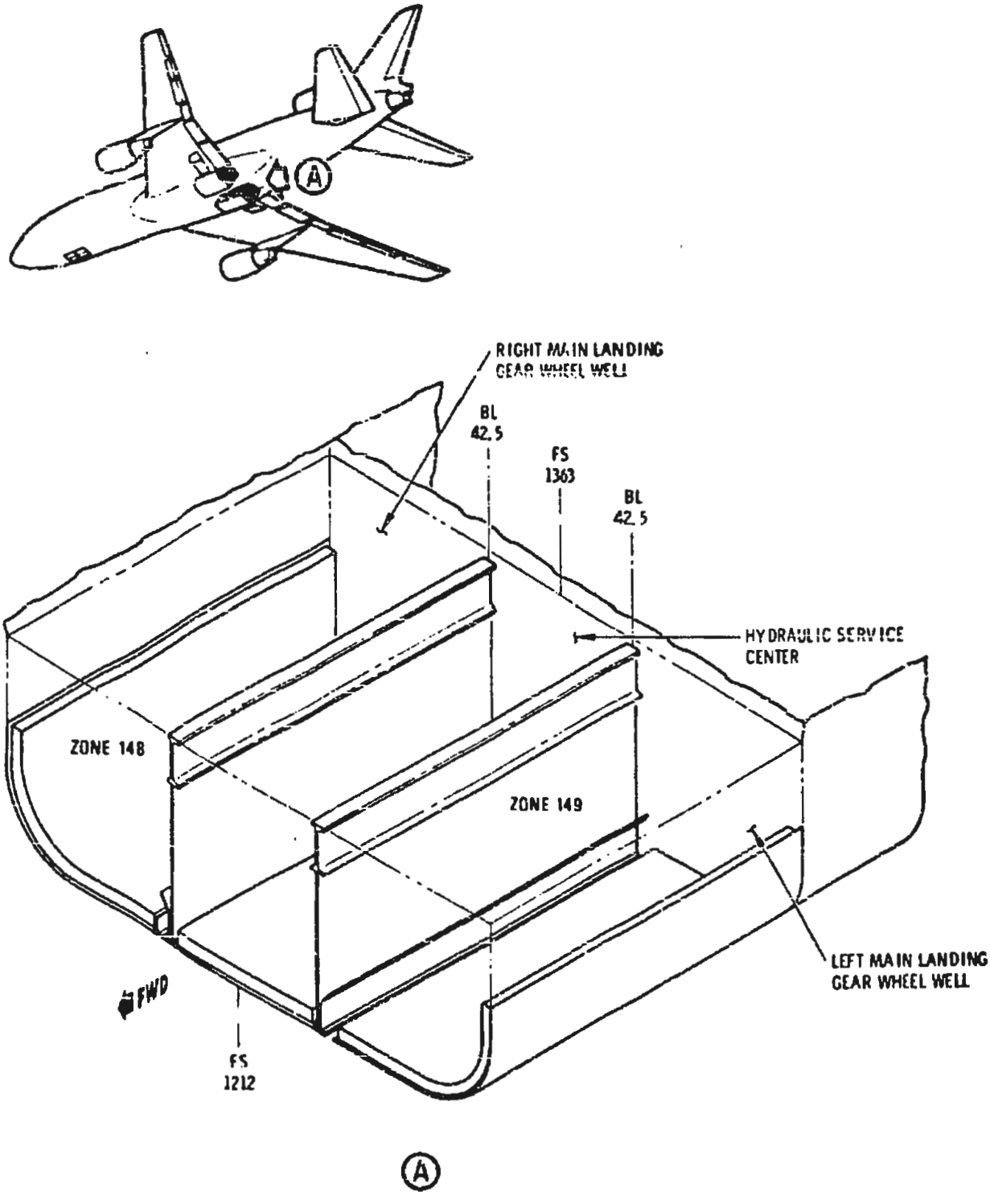
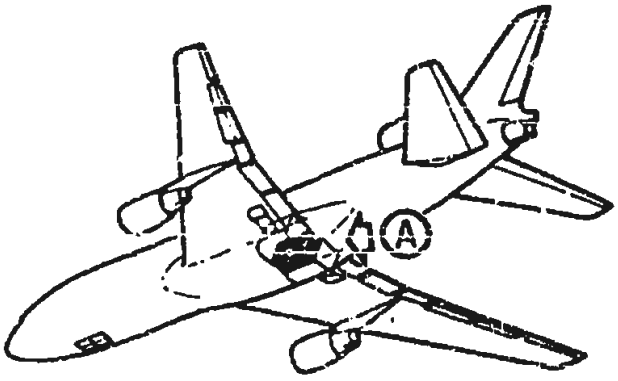
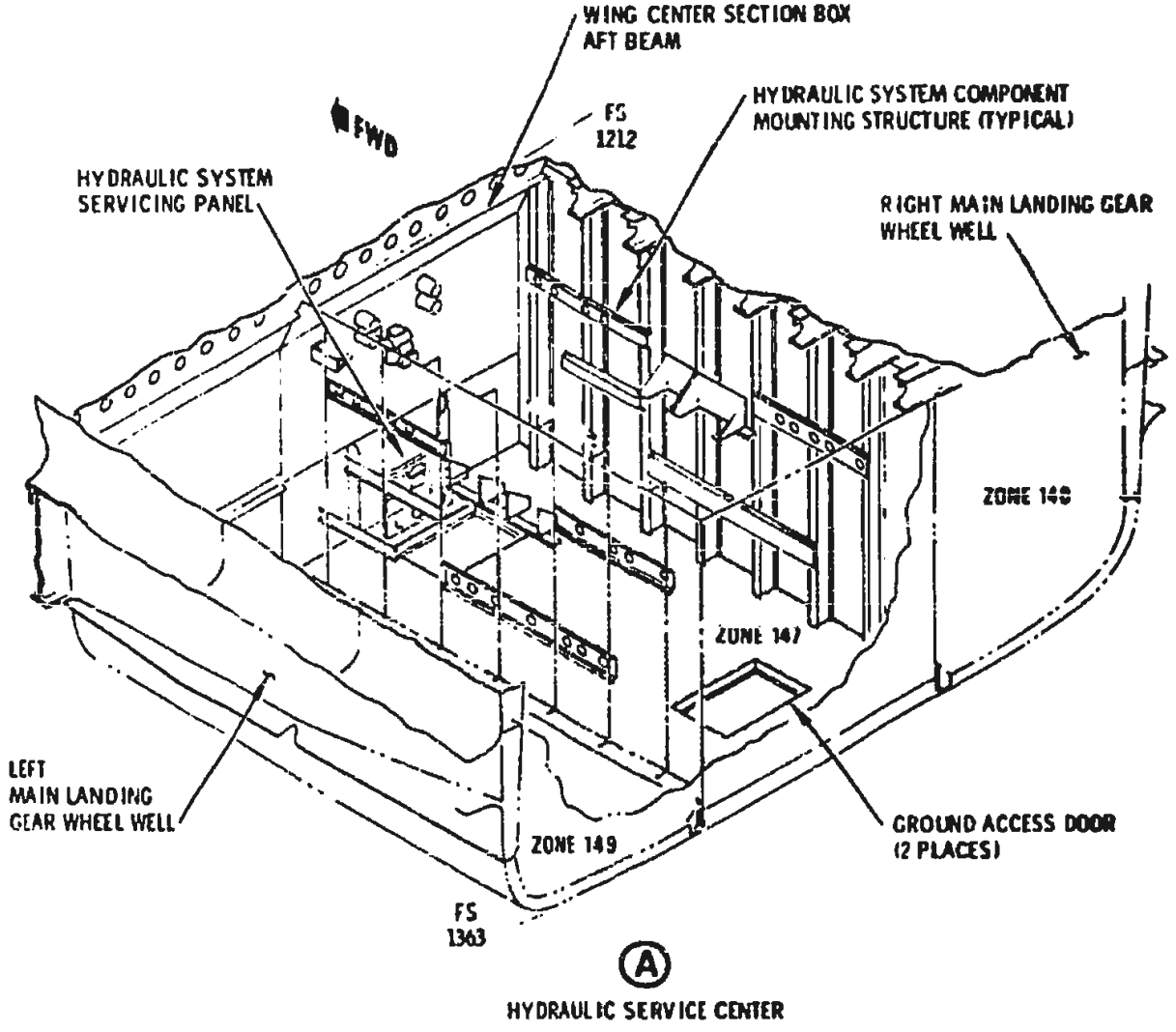


R R Main Landing Gear Wheel Well, Left and Right
Figure 7





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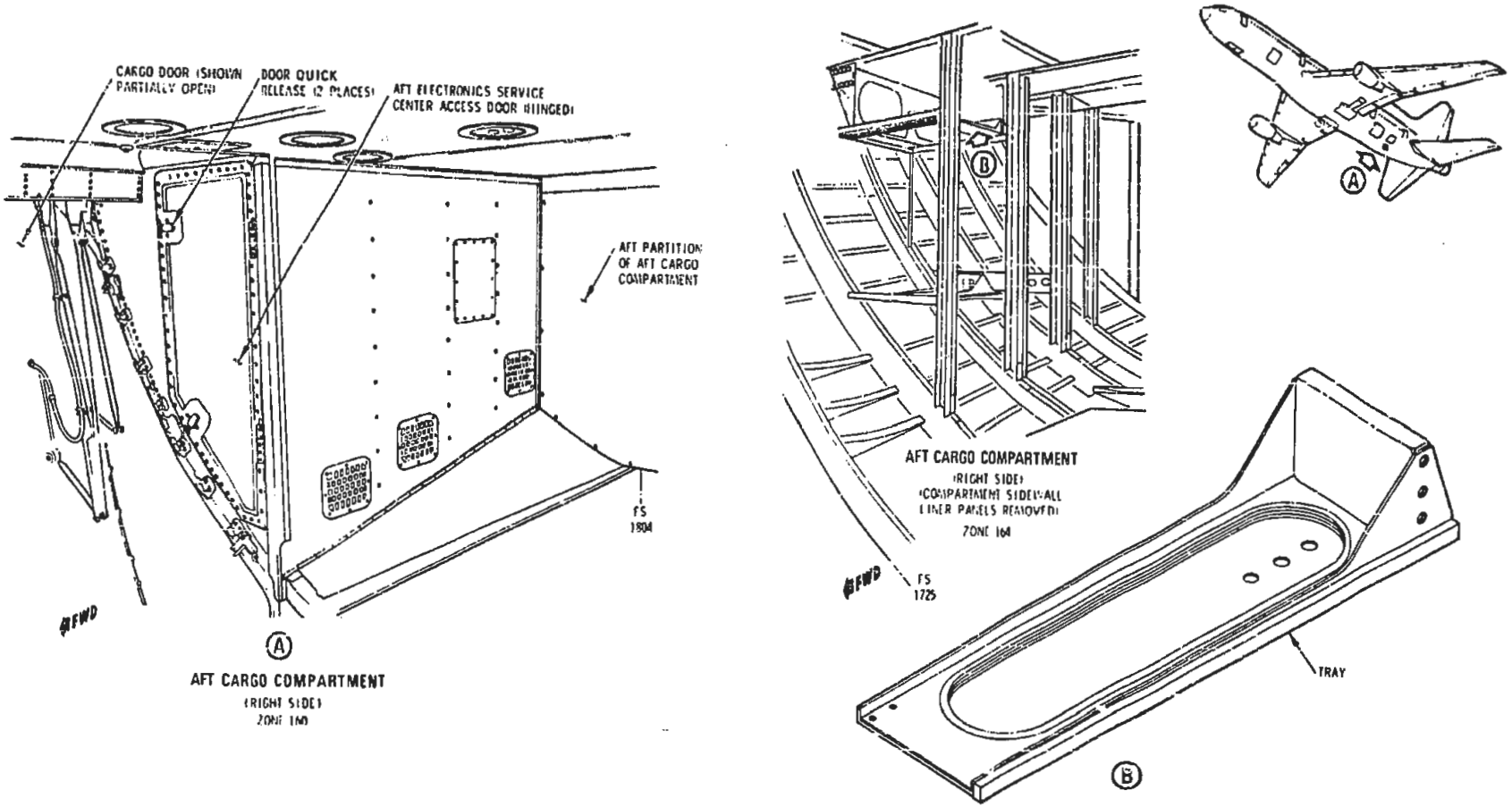
R R Hydraulic Service Center Compartment
Figure 8



R
R

Aft Electronic Equipment Area
Figure 9

EFFECTIVITY: ALL

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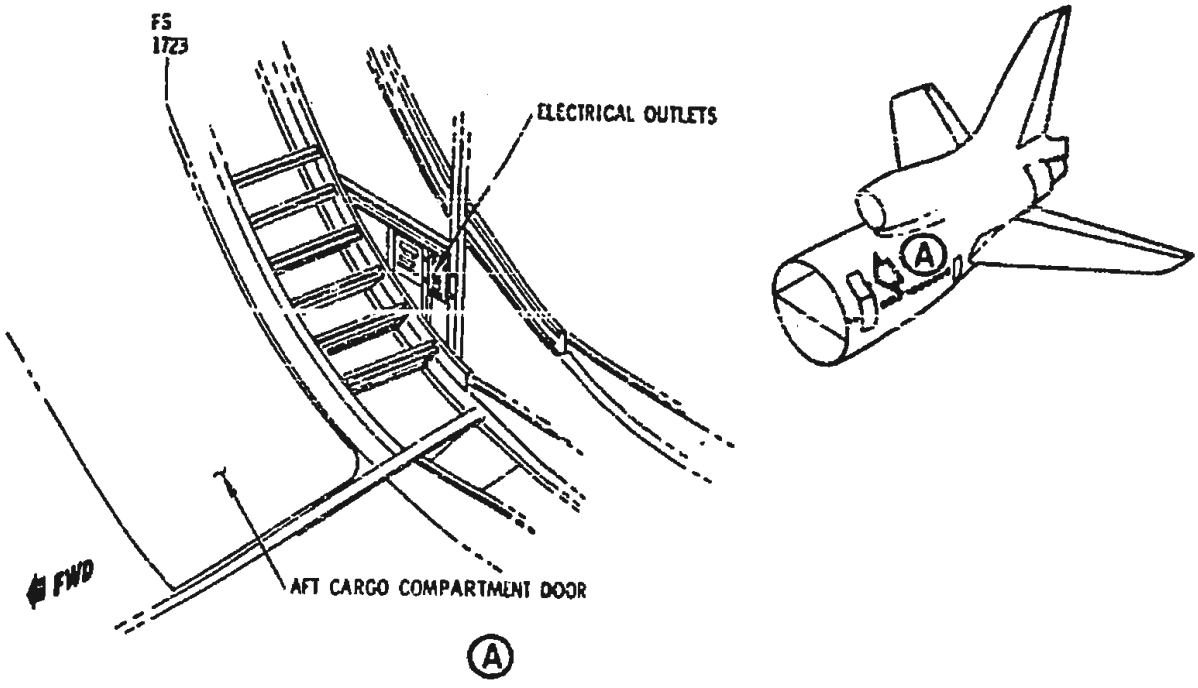
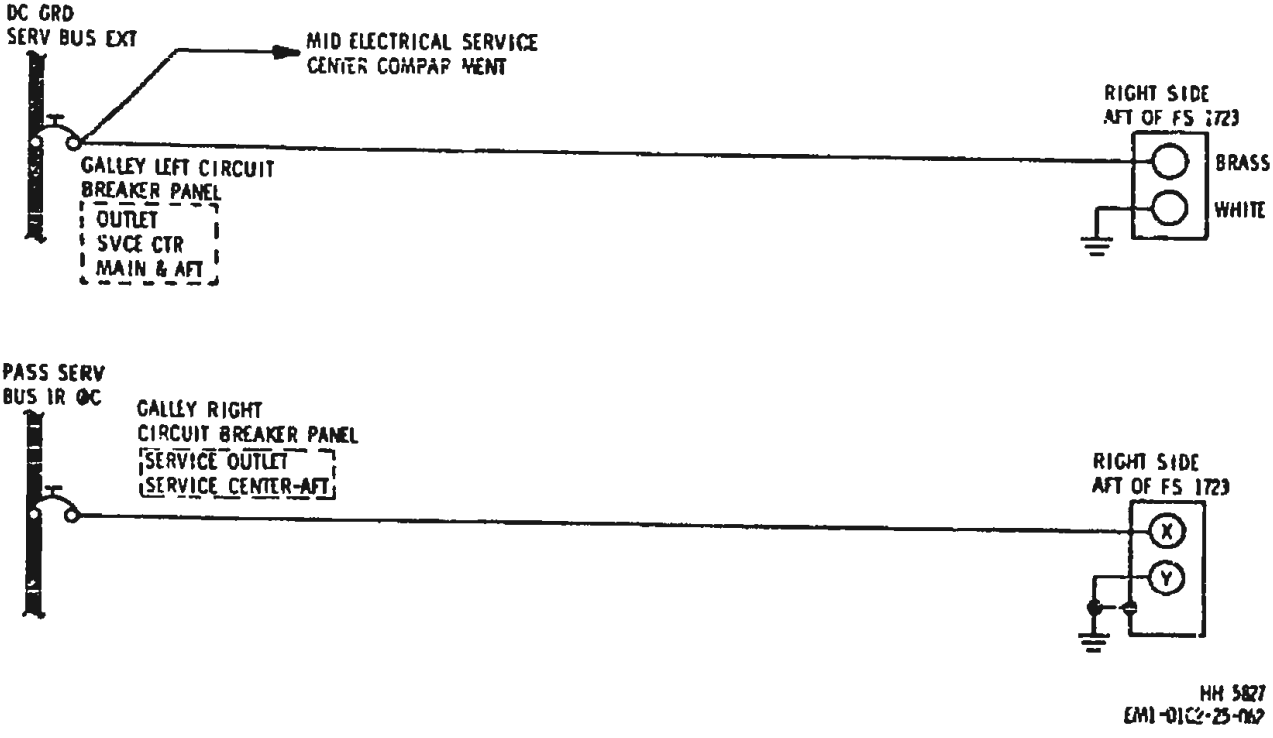
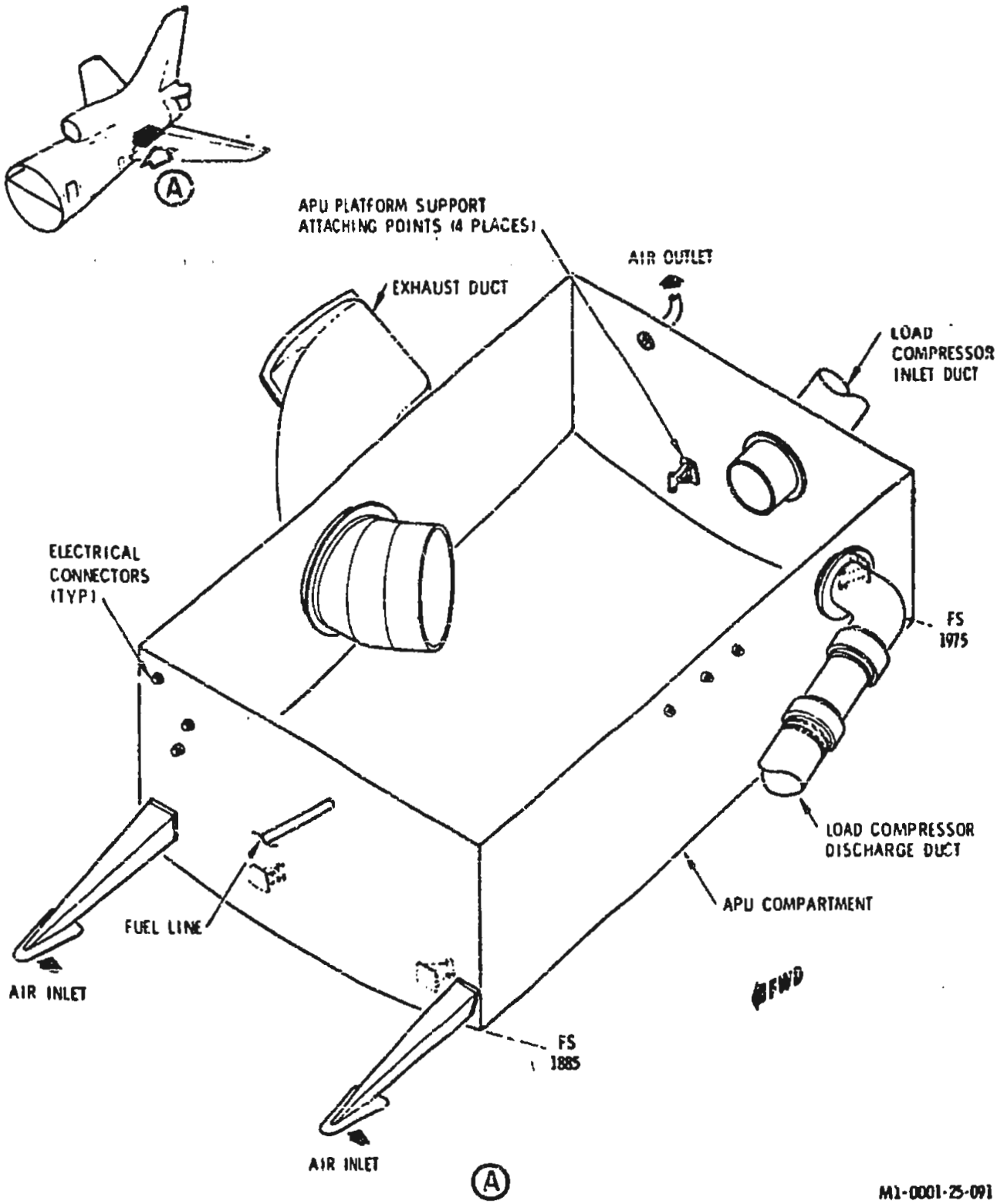




R Aft Electronic Equipment Area Service Outlets
R Electrical Schematic
R Figure 10



R
R Auxiliary Power Unit (APU) Compartment
Figure 11

EFFECTIVITY: ALL

FORWARD ELECTRONIC SERVICE CENTER AVIONICS RACK REMOVAL AND INSTALLATION

1. General

The forward electronic service center (FESC) is located directly below the flight station between FS 128 and FS 328, zone 110. Racks are installed in the Service Center containing electrical equipment mounted on removable shelves. The shelves are removed and installed identically (Ref. Fig. 401).

2. Referenced Procedures

20-24-01	Miscellaneous Electrical Components - Removal and Installation
21-61-02	Zone Trim Control Temperature Controller - Removal and Installation
21-62-01	Pack Temperature Controller - Removal and Installation
21-62-02	Zone Trim Control Temperature Controller - Removal and Installation
21-63-08	Pack Flow Rate Signal Conditioner/Amplifier - Removal and Installation
21-64-01	Temperature Control Test Module - Removal and Installation
22-10-11	AFCS/MLG Accessory Unit - Removal and Installation
22-10-12	Flight Control Auxiliary Unit - Removal and Installation
22-11-01	Pitch Computer No. 1 and No. 2 - Removal and Installation
22-13-01	Roll Computer - Removal and Installation
22-15-01	Yaw Computer No. 1 and No. 2 - Removal and Installation
22-17-01	FCES Computer - Removal and Installation
22-18-01	Trim Augmentation Computer - Removal and Installation

22-31-07	Speed Control Computer - Removal and Installation
23-11-03	HF Transceiver - Removal and Installation
23-22-01	Selcal Decoder - Removal and Installation
23-23-01	VHF Transceiver - Removal and Installation
23-31-01	PA Amplifiers - Removal and Installation
23-31-01	Service Interphone Amplifier Removal and Installation
23-41-17	Cabin/Service Interphone Accessory Unit - Removal and Installation
23-51-03	Audio Distribution Unit - Removal and Installation
23-51-12	Interphone Amplifier - Removal and Installation
24-00-00	Electrical Power - Maintenance Practices
24-31-01	Transformer-Rectifier - Removal and Installation
27-51-06	LRS Computer - Removal and Installation
30-41-03	Side Window Temperature Controller - Removal and Installation
31-31-05	Flight Data Acquisition Unit - Removal and Installation
31-32-01	Central Electronic Unit (CEU) - Removal and Installation
31-32-03	Data Aquisition Unit (DAU No. 1, No. 2 and No. 3) - Removal and Installation
31-32-04	Incremental Recorder - Removal and Installation
31-32-05	Continuous Loop Recorder - Removal and Installation
34-14-01	Air Data Computer - Removal and Installation
34-22-03	Compass, Coupler - Removal and Installation
34-22-06	Magnetic Heading Coupler Accessory Unit - Removal and Installation
34-33-01	ILS Receiver - Removal and Installation
R 34-35-01	Marker Beacon Receiver - Removal and Installation

	34-42-04	Area Navigation System Accessory Unit - Removal and Installation
R R	34-45-01	Gnd Proximity Warning Computer - Removal and Installation
	34-51-01	Distance Measuring Equipment - Interrogator - Removal and Installation
	34-53-01	ATC Transponder - Removal and Installation
	34-55-01	VOR Receiver - Removal and Installation
	34-55-06	VHF Navigation Accessory Unit - Removal and Installation
	34-61-04	Navigation System Accessory Unit - Removal and Installations
R	77-13-01	Rated Engine Pressure Ratio Computer - Removal and Installation

3. Removal/Installation

A. Removal

WARNING: DO NOT ATTEMPT TO REMOVE OR INSTALL ELECTRONIC EQUIPMENT WITH ELECTRICAL POWER ON AIRCRAFT.

(1) Turn off all electrical power from aircraft (Ref. 24-00-00).

(2) Disconnect external electrical power plug and tag receptacle.

(3) On APU CONTROL panel, zone 215, place MASTER POWER switch in OFF position and tag.

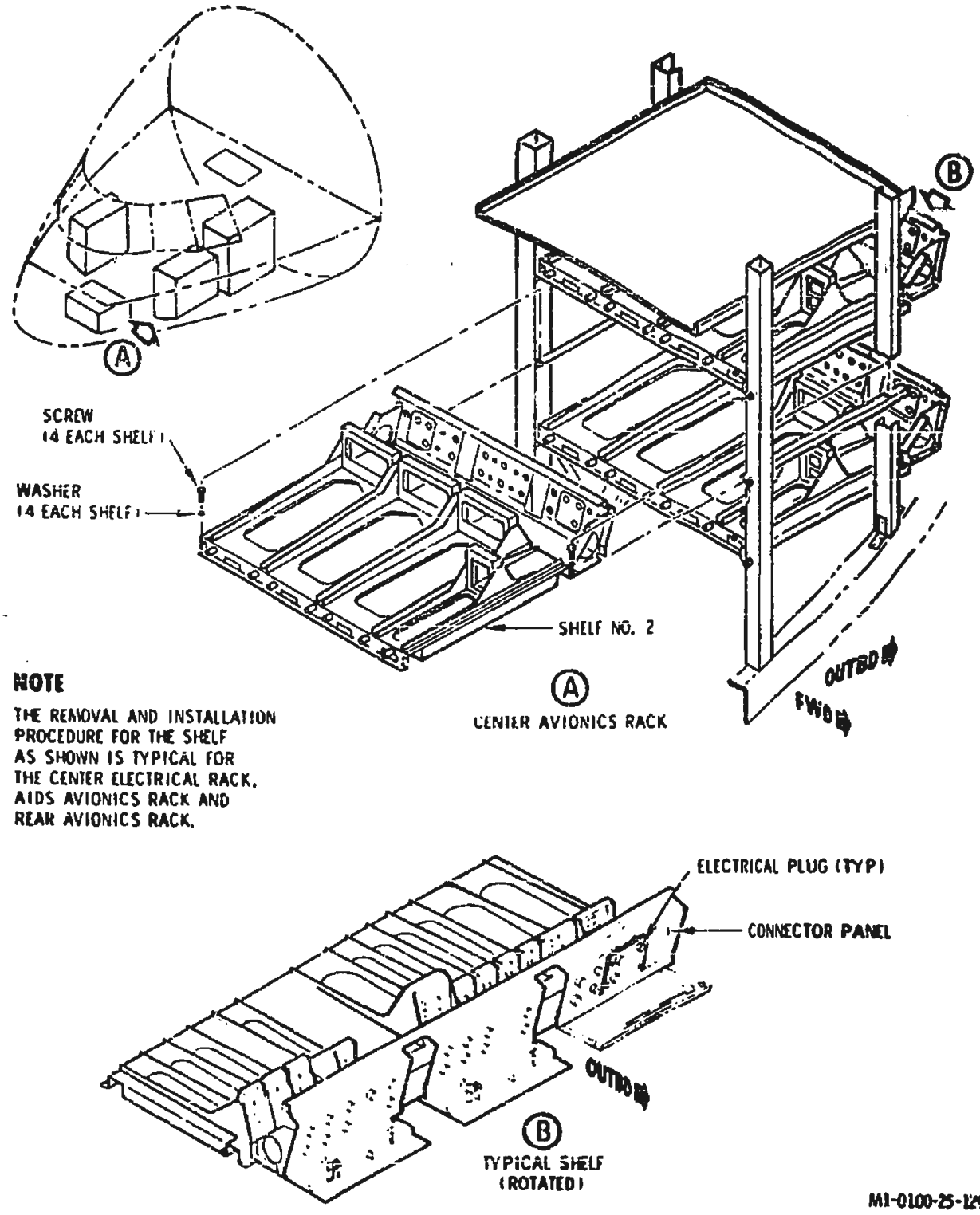
(4) Remove electronic equipment from applicable shelf and store in safe place.

(5) Disconnect all electrical plugs connected to shelf connector panel at rear of rack.

(6) Disconnect jumper cable.

(7) Remove screws attaching shelf to rack structure.

(8) Pull shelf carefully from rack, and remove from aircraft.



NOTE

THE REMOVAL AND INSTALLATION PROCEDURE FOR THE SHELF AS SHOWN IS TYPICAL FOR THE CENTER ELECTRICAL RACK, AIDS AVIONICS RACK AND REAR AVIONICS RACK.

Forward Electronic Service Center Avionics Rack
Figure 401

B. Installation

WARNING: DO NOT ATTEMPT TO REMOVE OR INSTALL ELECTRONIC EQUIPMENT WITH ELECTRICAL POWER ON AIRCRAFT.

(1) Verify all electrical power is removed from aircraft.

(2) Verify external electrical power plug is disconnected and tagged.

(3) Verify MASTER POWER switch at APU CONTROL panel is in off position and tagged.

(4) Position applicable shelf in appropriate rack and push shelf into rack structure.

(5) Install screws attaching shelf to rack.

(6) Reconnect jumper cable.

(7) Reconnect all electrical plugs from aircraft into the shelf connector panel at rear of rack.

(8) Install applicable electrical equipment removed in Step 3A(4).

EMERGENCY - DESCRIPTION AND OPERATION

1. General

Major categories of emergency equipment and furnishings are:

Evacuation equipment (Ref. 25-61-00)

Emergency signaling equipment (Ref. 25-62-00)

Emergency equipment (Ref. 25-63-00)

Fire extinguishers (Ref. Chapter 26)

Oxygen equipment and masks (Ref. Chapter 35)

A. Evacuation Equipment

Emergency escape slides are installed in containers mounted on the inboard side of each passenger entry door compartment.

C NOTE: Aircraft used in international service have life
C vests and combination slide/rafts installed for
C survival in the event of a ditching. Domestic
C and international aircraft slides look
C identical. When replacing slides check part
C number to ensure proper equipment is installed.

A girt bar arming system controls actuation and deployment of an emergency evacuation slide.

An emergency ladder and descent device are installed in the flight compartment, when evacuating the flight compartment through the emergency escape hatch.

An emergency egress is provided in the galley compartment.

Accessory and survival equipment is provided.

B. Emergency Signaling Equipment

Self-luminous exit signs are mounted above each passenger entry and emergency exit door.

Evacuation signal panels are located in the flight compartment, galley, and at each attendants station in the passenger compartment.

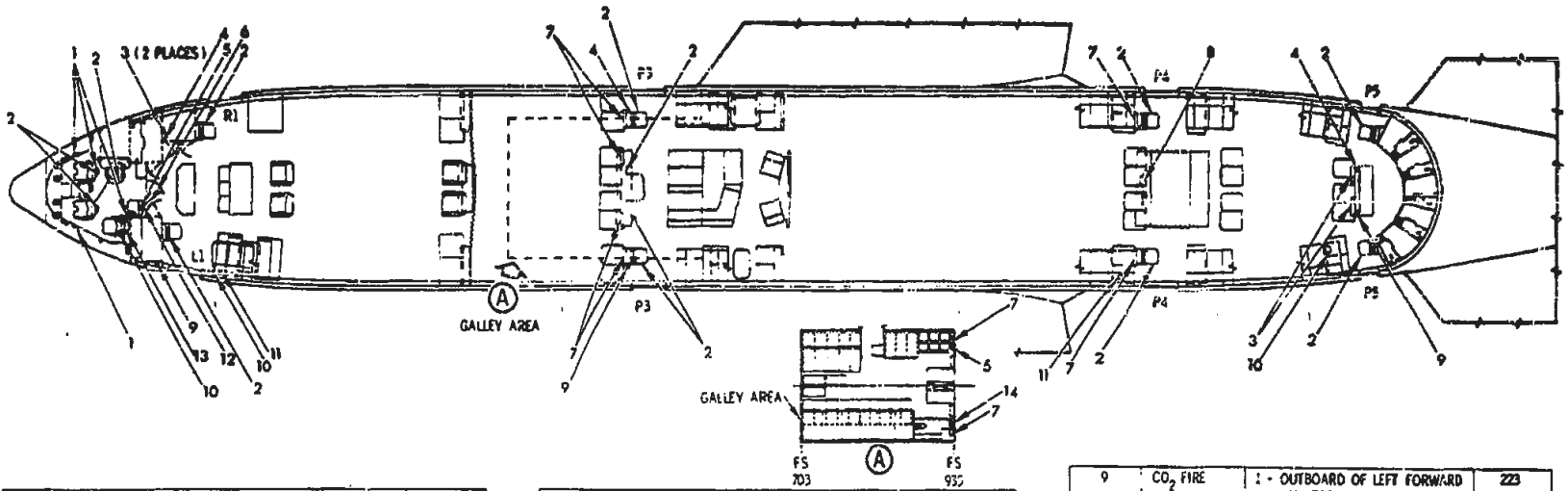
C. Miscellaneous and Loose Emergency Equipment

A fire axe is provided in the flight compartment behind the Second Observers seat.

R Life vests are provided in each seat for all passengers, crew members, and attendants.

First aid kits are provided in the passenger compartment.

A fire bell is provided on the forward end of the Flight Engineer/Second Officers table in the flight compartment.



ITEM NO	DESCRIPTION	QUANTITY - LOCATION	ZONE
1	SMOKE GOGGLES	1 - ADJACENT TO CAPTAIN LEFT SIDE CONSOLE	212
		1 - ADJACENT TO FIRST OFFICER RIGHT SIDE CONSOLE	212
		1 - SEATBACK OF FIRST OFFICER SEAT (FLIGHT ENGINEER/ SECOND OFFICER)	212
		1 - SEATBACK OF FIRST OFFICER SEAT (FIRST OBSERVER)	212
		1 - LEFT OVERHEAD CABINET (SECOND OBSERVER)	211
2	LIFE VEST	1 - SEATBACK OF FLIGHT ENGINEER/SECOND OFFICER SEAT	212
		4 - TWO IN EACH SEATBACK OF CAPTAIN AND FIRST OFFICER SEAT	211, 212
		8 - ONE BELOW EACH ATTENDANT SEAT	220, 240 260, 270
		2 - ONE IN EACH (LEFT AND RIGHT) FLOOR MOUNTED STOWAGE UNIT - FOOD SERVICE SPECIALIST SEAT	240
3	O_2 PORTABLE CYLINDER	2 - FS 277 (RIGHT SIDE) PARTITION COAT CLOSET	224
		2 - FORWARD SIDE OF AFT OVERHEAD COAT STOWAGE MODULE	270
4	H_2O FIRE EXTINGUISHER	1 - RIGHT FORWARD COAT CLOSET ON FS 277 PARTITION	224
		1 - P3 DOOR, RIGHT MID ATTENDANT SEAT, OUTBOARD SIDE	244
		1 - RIGHT DOOR OF AFT OVERHEAD COAT STOWAGE MODULE	270
5	CO_2 FIRE EXTINGUISHER (4 - POUND)	1 - AFT OF SECOND OBSERVER ON FS 253 PARTITION	211
		1 - GALLEY RIGHT AFT CABINET FS 935	130
6	EMERG. EQUIPMENT LOCATIONS DIAGRAM	1 - IN CONTAINER ON FORWARD SIDE OF FLIGHT COMPARTMENT DOOR	210
7	PORTABLE OXYGEN	2 - FORWARD SIDE OF LEFT P3 AND P4 DOORS, MID ATTENDANT SEATS	240, 260
		2 - FORWARD SIDE OF RIGHT P3 AND P4 DOORS, MID ATTENDANT SEATS	240, 260
		2 - OUTBOARD SIDE OF FORWARD OVERHEAD COAT STOWAGE MODULE, INSIDE OF DOORS	240
		1 - GALLEY, LEFT AFT CABINET, FS 942	130
		1 - GALLEY, RIGHT AFT CABINET FS 937	130
8	DOOR HAND CRANK	1 - UPPER CENTER AREA OF CENTER OVERHEAD COAT STOWAGE MODULE	260
9	CO_2 FIRE EXTINGUISHER (2 - POUND)	1 - OUTBOARD OF LEFT FORWARD LAVATORY	223
		1 - P3 DOOR LEFT MID ATTENDANT SEAT, OUTBOARD SIDE	244
		1 - LEFT DOOR OF AFT OVERHEAD COAT STOWAGE MODULE	270
		1 - GALLEY, LEFT AFT CABINET, FS 912	130
		1 - GALLEY, RIGHT AFT CABINET FS 935	130
10	FIRST AID KIT	1 - ABOVE FIRST OBSERVER ON PARTITION	211
		1 - OUTBOARD OVERHEAD (SIDEWALL) STOWAGE MODULE, LEFT SIDE	271
		1 - OUTBOARD OVERHEAD (SIDE WALL) STOWAGE MODULE, LEFT SIDE	231
11	MEGAPHONE	1 - OUTBOARD OVERHEAD (SIDE-WALL) STOWAGE MODULE, LEFT SIDE	261
		1 - OUTBOARD OVERHEAD (SIDE-WALL) STOWAGE MODULE, LEFT SIDE	231
12	FIRE AXE	1 - BACKSIDE OF SECOND OBSERVER ON FS 253 PARTITION	211
13	PORTABLE OXYGEN CYLINDER (WITH MASK)	1 - BELOW LEFT CLOSET, ADJACENT TO SECOND OBSERVER	211
14	DRY CHEMICAL 2 1/2 POUND	1 - GALLEY LEFT AFT CABINETS FS 912	130

NOTE
DELIVERY CONFIGURATION SHOWN FOR CURRENT EQUIPMENT CONFIGURATION
REFER TO EMERGENCY EQUIPMENT LOCATION DIAGRAM NO. A02367 FOR L-1011-50 AND -100 AND NO. 1-87662 FOR L1011-1

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CR
CR

Emergency Equipment Summary
Figure 1

EFFECTIVITY: ALL

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CR EMERGENCY EQUIPMENT - MAINTENANCE - NOTES, DATA, TOLERANCES AND
CR REGULATIONS

CR 1. Dispatch With One Door/Slide Inoperative - L-1011 Aircraft

CR A. The L-1011 minimum Equipment List allows dispatch of L-1011
CR aircraft with one door/slide inoperative provided:

CR (1) All components on the remaining passenger doors are
CR fully operative. The inoperative door must be securely
CR latched closed.

CR NOTE: If the inoperative door is result of a
CR counterbalance failure in which the unit
CR experienced visible damage (broken end plates,
CR cracks, etc.) the counterbalance must be removed
CR prior to flight. Refer to Maintenance Manual
CR Chapter/Section 52-12-03.

CR (2) The affected door is not used for passenger loading.

CR (3) Passenger seating will be restricted for designated
CR areas as shown below and appropriate weight and balance
CR manual.

CR Inoperative Door Position	Seat Locations Not to be Occupied*
CR CONFIGURATION L34 - 234	
CR L1 or R1	Row 1 thru Row 6
CR L2 or R2	Row 6 thru Row 22
CR L3 or R3	Row 22 thru Row 34
CR L4 or R4	Row 34 thru Row 37
CR CONFIGUREATION L34 - 244	
CR L1 or R1	Row 1 thru Row 6
CR L2 or R2	Row 6 thru Row 23
CR L3 or R3	Row 23 thru Row 34
CR L4 or R4	Row 34 thru Row 37
CR L-1011 -100 CONFIGURATION L30-253	
CR L1 or R1	Row 1 thru Row 5
CR L2 or R2	Row 7 thru Row 23
CR L3 or R3	Row 23 thru Row 34
CR L4 or R4	Row 34 thru Row 37

CR NOTE: One flight attendant may be stationed in the
CR vicinity of the inoperative door.

CR (4) Tapes or ropes will be used to block access to the
CR unusable seats and are to be installed prior to
CR passenger boarding. The tapes or ropes shall be of
CR controasting colors, and conspicuous signs must be
CR located in the area indicating these seats are not to
CR be occupied. The main passenger aisles, cross aisles
CR and exit access areas are not to be blocked.

CR NOTE: The tapes, ropes and signs (felt pen lettering
CR suitable) are to be obtained locally from the
CR station.

CR (5) A conspicuous barrier strap or rope shall be placed
CR across the inoperative door along with a sign stating
CR the door is inoperative. The strap or rope and sign
CR are to be obtained locally from the station.

CR (6) The emergency exit sign and light associated with the
CR inoperative door must be covered to obscure the sign
CR and all light bulbs removed. Masking tape or
CR equivalent may be used to cover the sign.

CR (7) Passengers must be briefed not to attempt to use the
CR inoperative exit.

CR (8) The airplane may continue the flight or series of
CR flights but may not depart the station designate by
CR MCIMD without being repaired.

EVACUATION EQUIPMENT - DESCRIPTION AND OPERATION

1. General

Aircraft emergency evacuation equipment includes the escape slides single and double channel, door mounted containers, and
R the girt bar arming system for single and double channel escape
R slides or slide/rafts.

R Additional emergency evacuation equipment includes an emergency
R ladder, emergency descent devices in the flight station, and
R emergency egress provisions in the galley.

R Emergency escape slides (double channel) are provided at all
R passenger entry (Type A) L1, R1, L2, R2, L3, R3 doors.
R Emergency escape slides (single channel) are provided at each
R emergency exit (Type I) L4 and R4 doors. All units, escape slides deploy from the interior of the passenger compartment.

2. Single-channel (Type I) Emergency Escape Slide

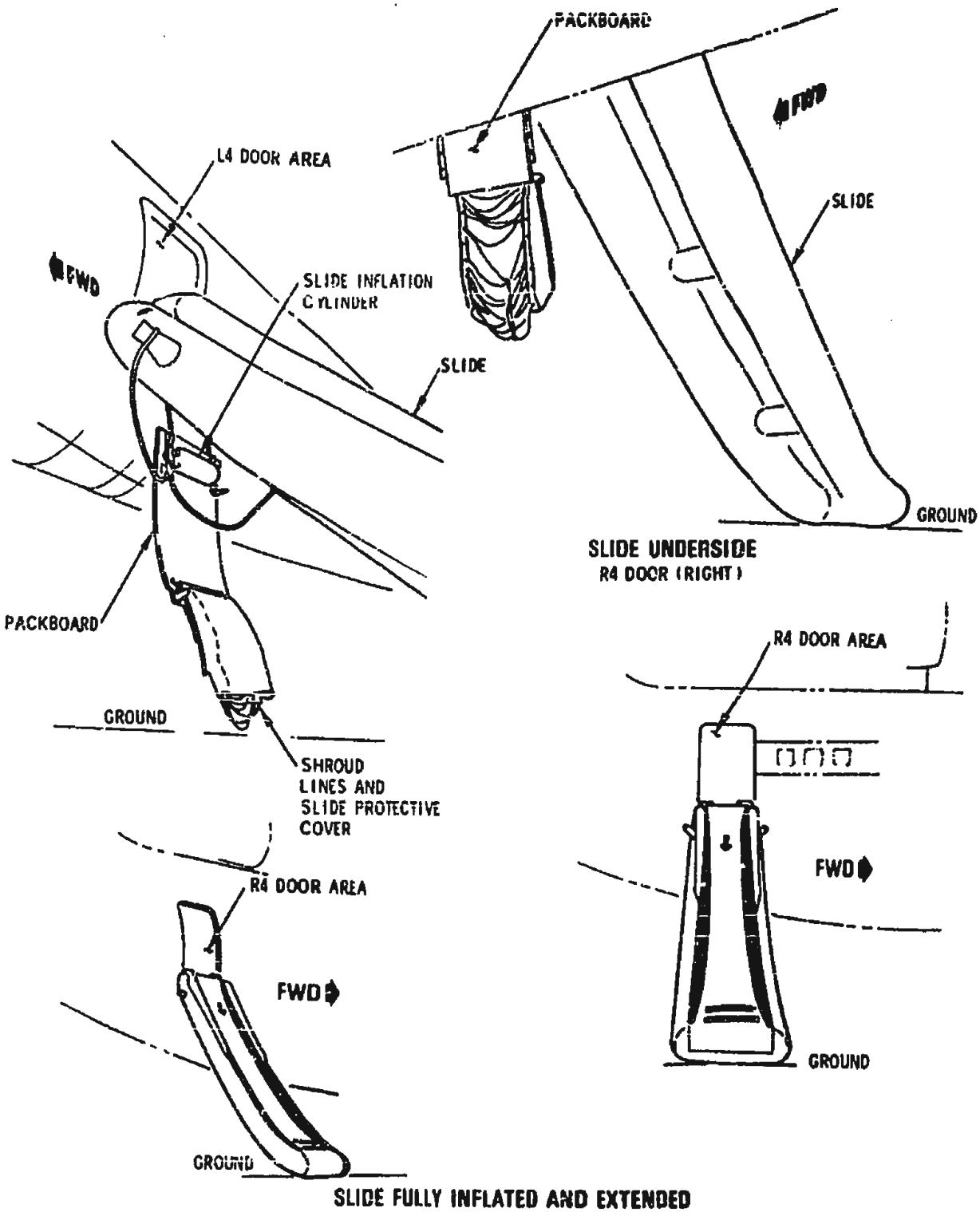
A. Description

R The emergency escape slide are located in the L4 and R4
R doors.

R Each assembly consists basically of an inflatable slide
R assembly and an inflation cylinder and system (Ref. Fig. 1). The break-away ties (half-fold ties and quarter fold ties) controls slide inflation to prevent slide assembly from inflating under the aircraft with adverse wind conditions. A manual girt separation device is used to remove the escape slide from the aircraft.

R The inflation cylinder and system consists of an inflation cylinder, aspirators, relief valve, hoses, an inflation
R actuating device, and a manual inflation handle. Gas from the cylinder provides the primary supply through the hoses to the aspirators which entrain ambient air to fill the slide assembly. A relief valve prevents the slide assembly pressure from exceeding the maximum operating pressure.

The automatic inflation actuating device initiates inflation during deployment. Provisions are made to manually initiate slide inflation in the event the automatic inflation device
R fails. A red colored manual PULL T-handle (Ref. Fig. 2) is exposed on the right side of the slide assembly immediately outboard of the girt bar after the slide has been deployed (and not inflated) through a doorway. The T-handle is



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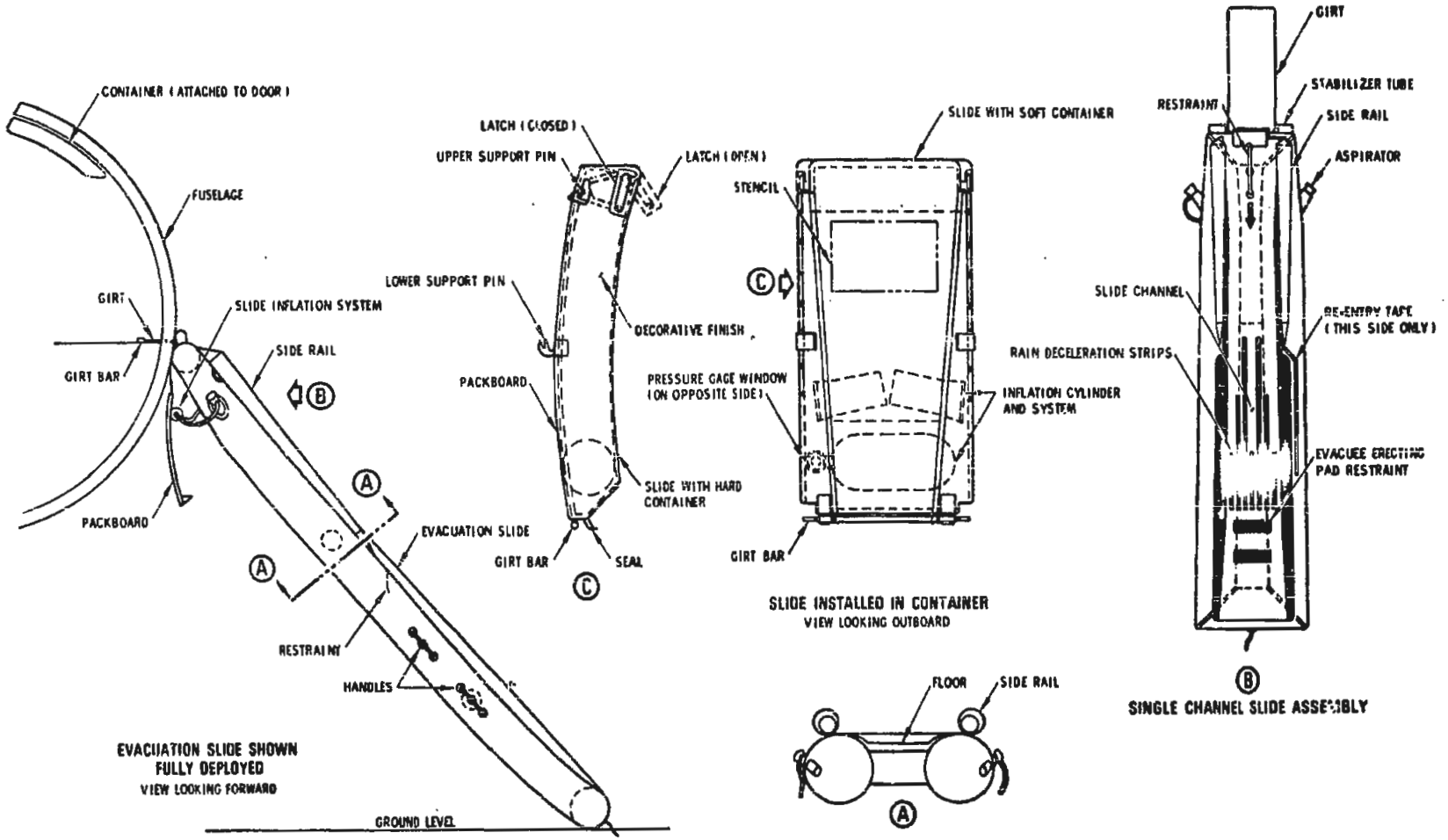
R R Single-channel (Type I) Emergency Escape Slide
Figure 1 (Sheet 1)



R R Single-channel (Type I) Emergency Escape Slide
Figure 1 (Sheet 2)

EFFECTIVITY: ALL

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connected to the inflation cylinder valve discharge cable. The same cable is also used for automatic actuation of the
R cylinder valve. A cable quick disconnect in the red colored
R manual PULL T-handle cable and a slide mounted grommet (smaller diameter than the disconnect) in the cable routing to the valve acts as a stop device to pull the discharge cable from the valve during deployment. The cable quick disconnect also allows removal and installation of the
R cylinder (when cylinder pressure is below dispatch
R requirements) without disturbing the slide assembly. The manual pull force required to initiate inflation is 15 pounds.

B. Operation

(1) Deployment (Ref. Fig. 3)

The flap door on the container assembly automatically unlatches as the passenger door moves inboard and upward and releases the inflatable slide assembly. The container moves upward with the door, uncovering the slide pack assembly. When the slide pack is fully exposed, the ejector straps attached to the lower edge of the slide pack eject the pack outward through the doorway. Automatic inflation is initiated as the pack falls below the door sill level.

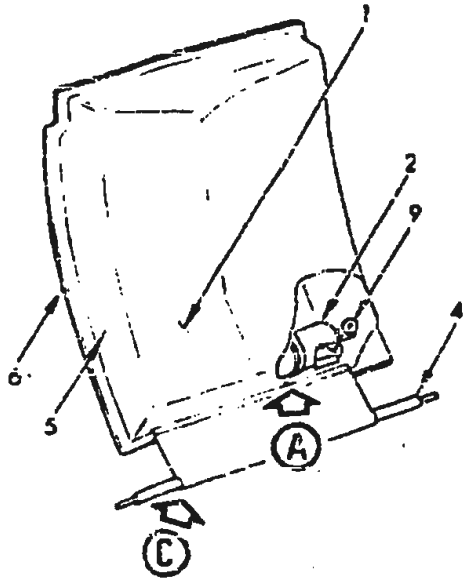
(2) Inflation

R Gas from the inflation cylinder supplies primary gas
R pressure through hoses to the aspirators which entrain ambient air to fill the inflatable chambers to the
R maximum operating pressure. The break-away ties
R release the half-folded and quarter-folded inflatable slide assembly.

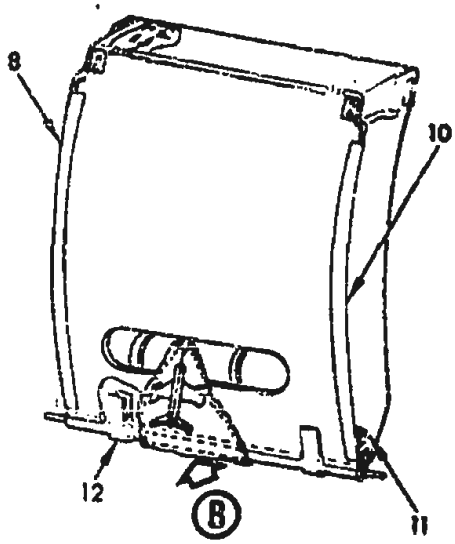
In the event the automatic inflation device fails to
R initiate inflation, pulling the red colored manual PULL
R T-handle will open the inflation cylinder gas source valve and inflate the inflatable slide assembly.

(3) Evacuation

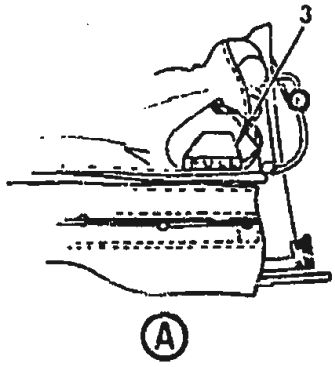
The single-channel escape slide assembly is capable of evacuating 45 people per minute. The escape slide assembly can be used as a noninflatable slide if a puncture occurs or if the assembly fails to inflate by manually supporting the lower base using the base handgrips.

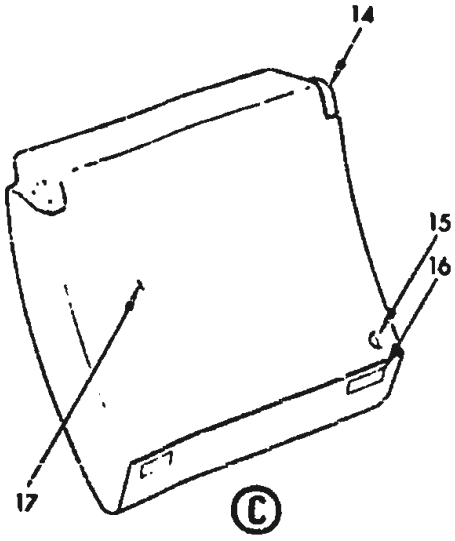


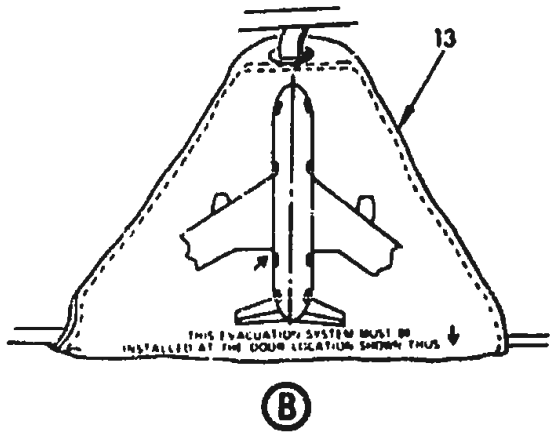
DECORATIVE COVER REMOVED



COMPLETE ASSEMBLY







NOTE

THIS VIEW IS APPLICABLE FOR ALL PASSENGER ENTRY AND EMERGENCY EXIT DOORS

1 SLIDE OR SLIDE/RAFT PACK
2 INFLATION CYLINDER
3 RED COLORED MANUAL PULL T-HANDLE
4 GIRTH BAR
5 VALISE
6 PACK BOARD
7 PACK BOARD HINGE
8 EJECTOR STRAP AND RECOIL DEVICE
9 CYLINDER PRESSURE GAGE
10 SKID STRIP
11 LOWER HOOK
12 GIRTH BAR HOLDER (TYPICAL 2 PLACES)
13 EVACUATION SYSTEM IDENTIFICATION/INSTRUCTION FLAP
14 HANDLE (FOR UPPER LATCH - 2 PLACES)
15 VIEW PORT (FOR ITEM 9)
16 HANDGRIP RECESS
17 DECORATIVE COVER

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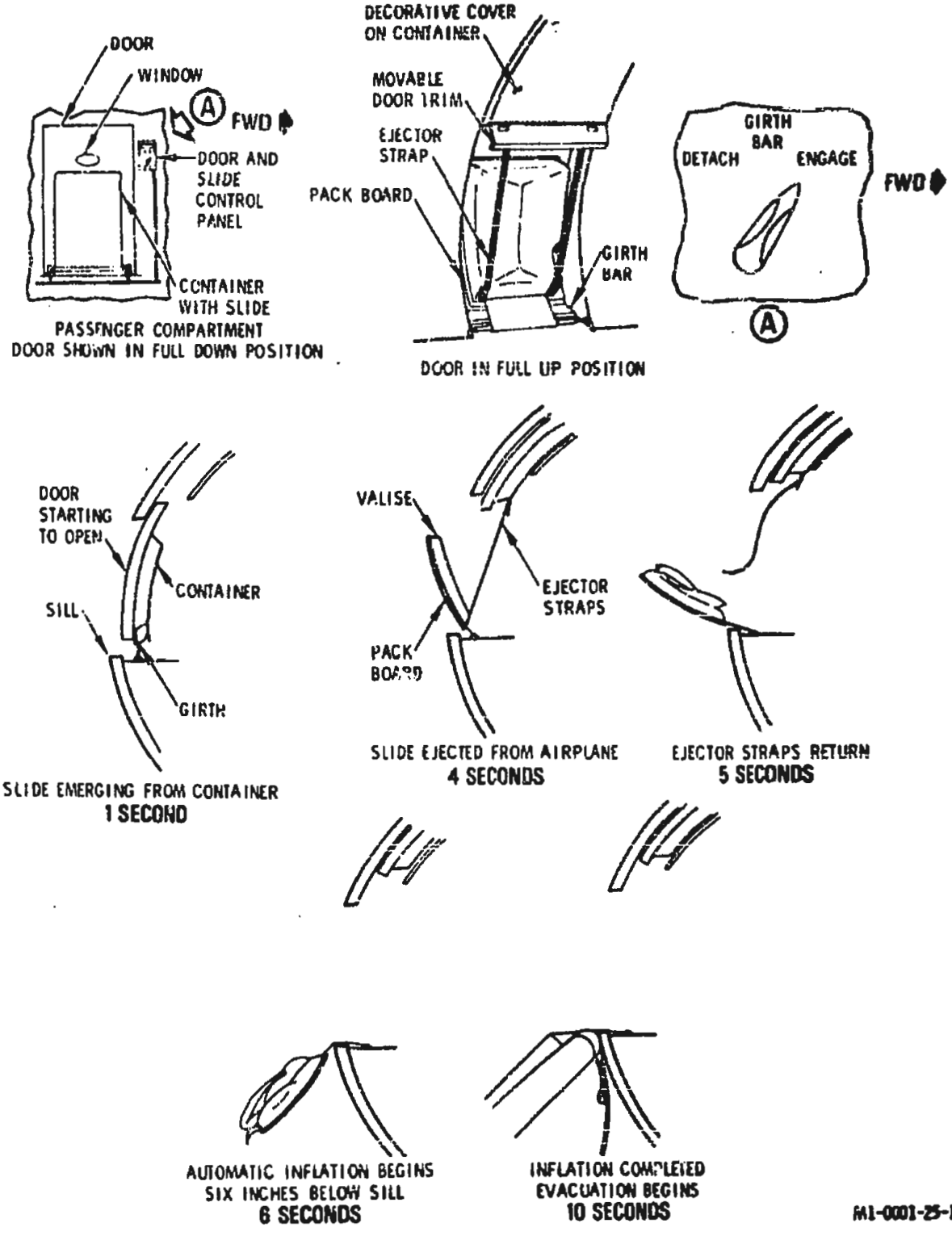
R
R

Emergency Escape Slide Major Components
Figure 2



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Emergency Escape Slide Deployment Sequence
Figure 3

3. Double-channel (Type A) Emergency Escape Slide

A. Description

The double-channel emergency escape slide (Ref. Fig. 4) is the same as the single-channel slide except that a lane divider is used for double-channel escape slides and the assemblies are capable of evacuating 90 people per minute.
R The canted type emergency escape double-channel slide is installed only at the L3 and R3 passenger entry doors. The canted type deploy slightly aft to clear wing and flap structure. The neutral type emergency escape double channel slide are installed only at the L1/R1, L2/R2 passenger entry doors. The neutral type emergency escape single-channel slides are installed at the L4 and R4 emergency exit doors.

4. Door Mounted Containers

A. Description

The container assembly consists of a decorative case, girt bar, and a deployment device (Ref. Fig. 5). Containers for single-channel and double-channel escape slides are
R essentially the same except for size. An inspection window
R for periodic inspection of the inflation equipment (gas
R cylinder pressure gage) is mounted on the containers (Ref.
R Fig. 2).

5. Girt Bar Arming System

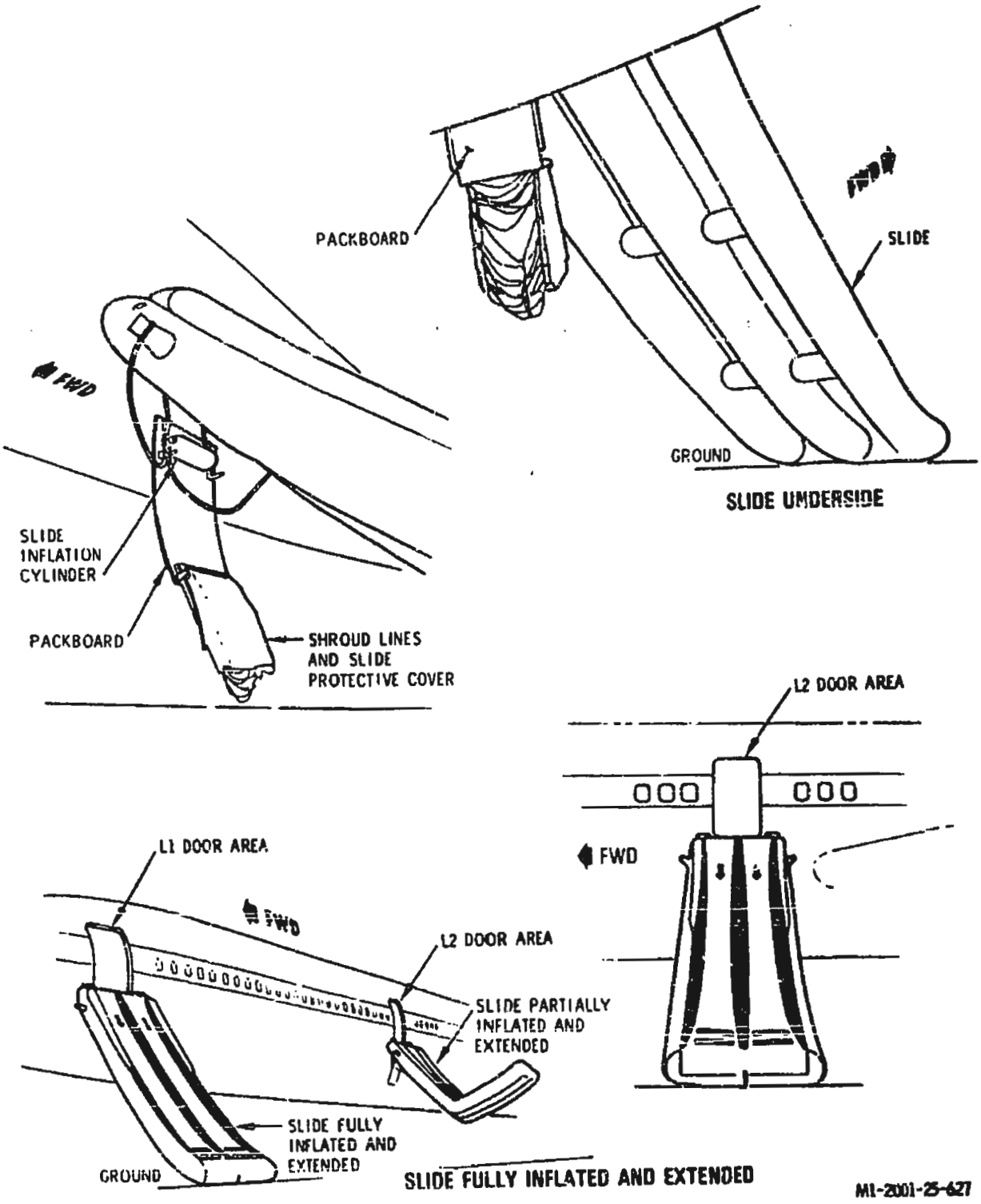
A. Description

A girt bar arming system is installed at each passenger door and emergency exit door in the passenger compartment. The arming systems are identical for all escape slides.

The girt bar arming system for Type I single-channel escape slides (Ref. Fig. 6) is installed at the L4 and R4 emergency exits zone 270.

The arming system for Type A double-channel escape slides (Ref. Fig. 7) is installed at the L1/R1, L2/R2 and L3/R3 passenger entry door in zones 220, 240 and 260.

The emergency exit doors, Type I, are operated mechanically
R only (Ref. Fig. 6), for opened and closed positions. The
R doors can be manually handcranked or the counterbalance can
R be used to drive the door to the full open position. The
R doors must be handcranked to closed position, whether the



R R Double-channel (Type A) Emergency Escape Slide
Figure 4 (Sheet 1)

EFFECTIVITY: ALL

R doors have been opened with a handcrank or the
R counterbalance.

The passenger entry doors, Type A, are electrically powered for normal operation and mechanically operated by a counterbalance for emergency operation. The door control panel is provided with door position switches OPEN and CLOSE (Ref. Fig. 7). The girt bar arming system (Ref. Fig. 8 through 11) is controlled by a selector lever positioned to
R ENGAGE (armed) to provide slide deployment or to DETACH
R (disarmed) to provide nondeployment of the slide during door operation. A cable connects the selector lever to the girt bar mechanism mounted at the base of each door.

B. Operation

(1) Opening Type A Doors From the Interior Without Deploying Escape Slide (Normal Operation with Electrical Power).

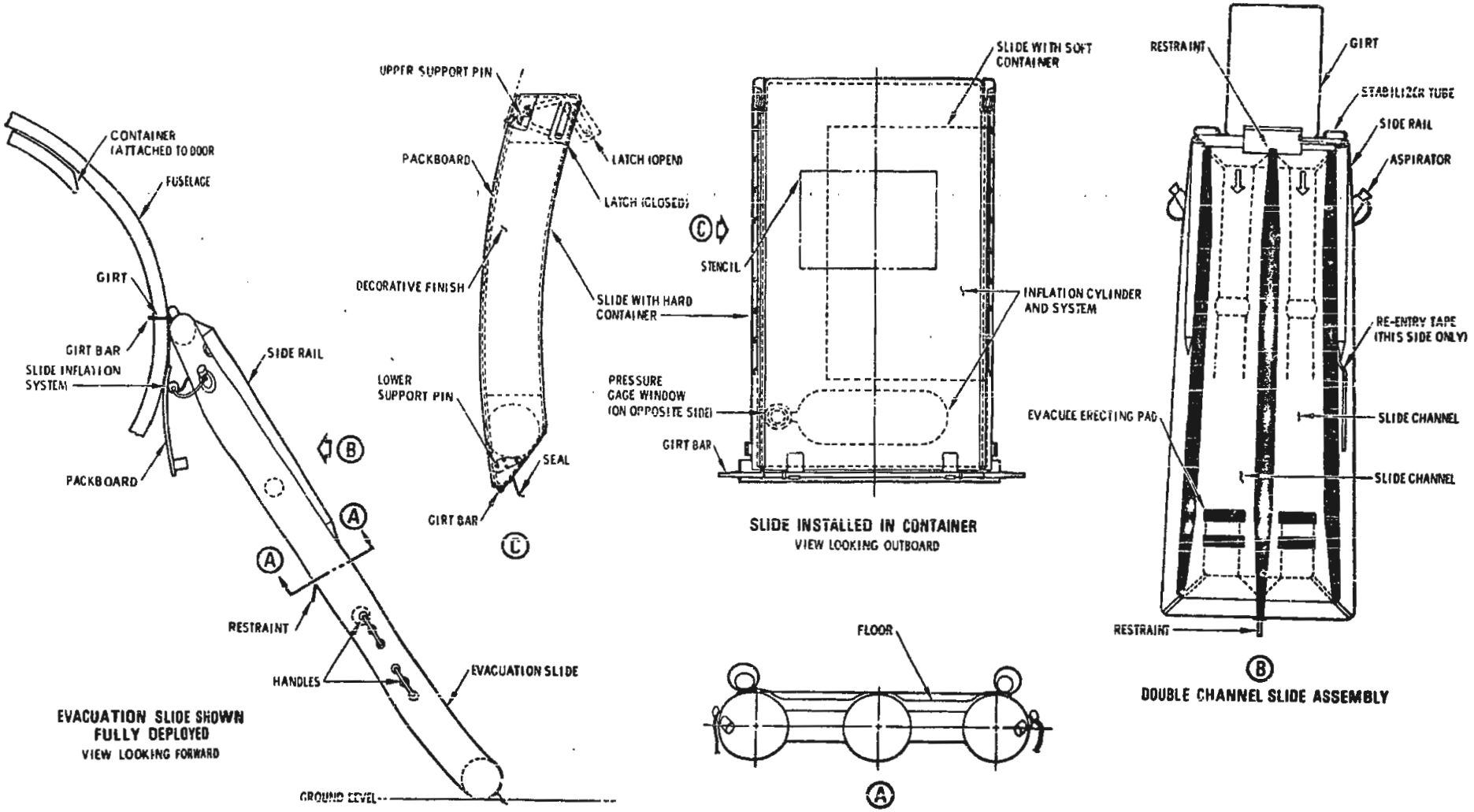
The selector lever must be in the DETACH position to provide electrical power for the OPEN switch. With the lever in DETACH, the girt bar latches retract (Ref. Fig 10 and 11) and the girt bar disengages from the floor latches. As the door moves inward and upward, powered by the door actuator, the girt bar remains in the
R door-mounted container and escape slide operation is
R prevented.

(2) Closing Type A Doors from Interior (Normal Operation with Electrical Power)

The selector lever must be positioned to ENGAGE to provide electrical power to the CLOSE switch. With the lever in ENGAGE, the girt bar latches extend and as the door closes, powered by the door actuator, the girt bar snaps into the floor latch fittings (the latches are spring-loaded to the ENGAGE position). The door is
R then in the armed condition ready for slide deployment in the event of an emergency.

(3) Opening Type A Door from Interior and Deploying Escape slide (Emergency Operation)

With the selector lever in ENGAGE position (normal in-flight position) the girt bar latches are extended and the girt bar engages the floor latch fitting (Ref. Fig. 9). Pulling the inside door handle (after removing plastic cover) unlocks the door downlock and the electrical door actuator is declutched. The counterbalance powers the door to the open position.



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R Double-channel (Type A) Emergency Escape Slide
R Figure 4 (Sheet 2)

EFFECTIVITY: ALL

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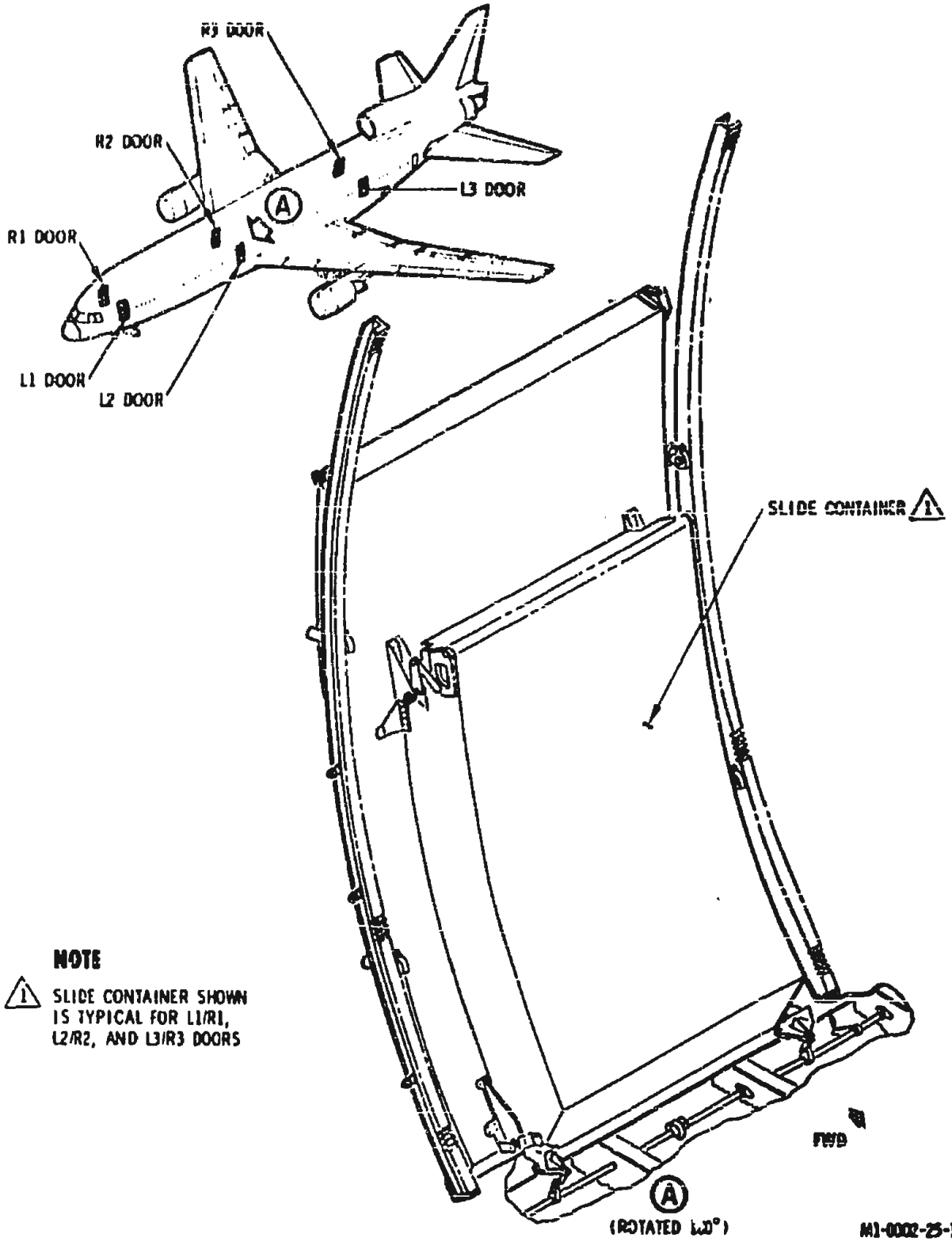


R
R Door Mounted Double Slide Container
Figure 5

R The girt bar is withdrawn from the door-mounted container, and escape slide operation is initiated.

(4) Opening Type I Door from Interior without Deploying Escape Slide

NOTE: The Type I emergency exit doors are not normally used for passenger entry or aircraft servicing but may be opened during aircraft maintenance procedures.

The girt bar selector lever must be positioned to DETACH to retract the girt bar latches from floor latch fitting. Operating the emergency door PULL handle (under plastic cover) to the first detent (manual mode) withdraws the door lockpin. The door can then be manually handcranked to the open position using handcrank in angle fitting.

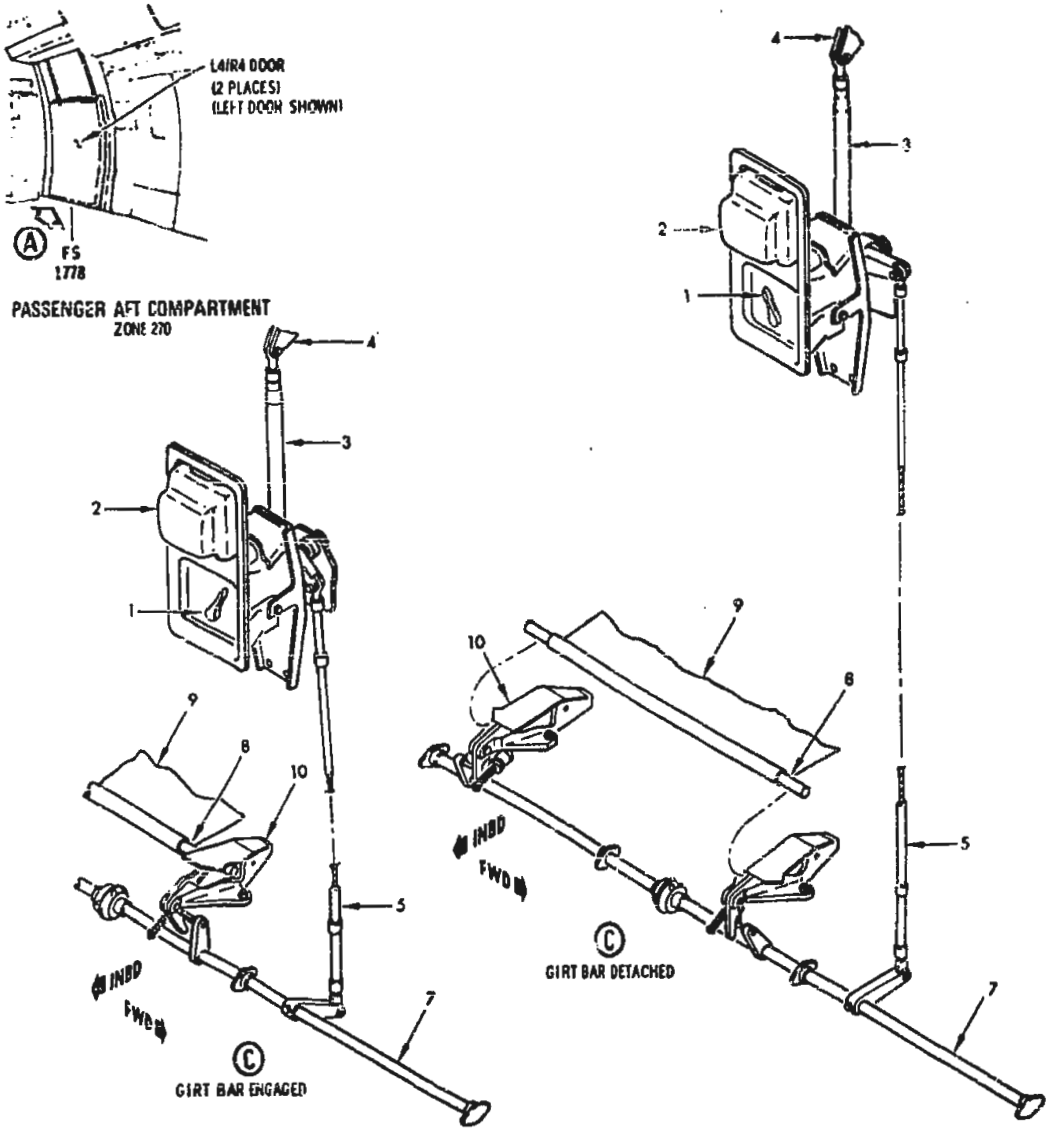
R Operation of the emergency door PULL handle to second
R detent (emergency mode) declutches the counterbalance
R unit. The counterbalance unit then drives the door to
R the full open position. The girt bar remains in the
R door-mounted container as the door opens and escape
R slide operation is prevented.

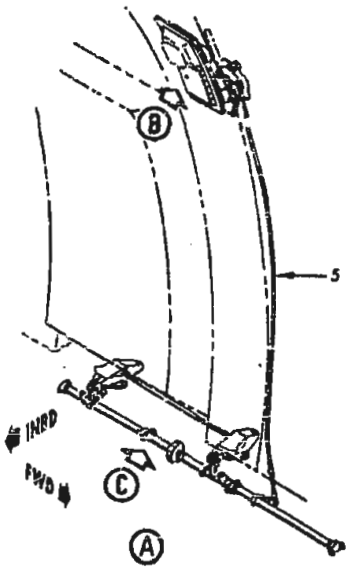
(5) Closing Type I Emergency Exit Doors

The girt bar selector lever must be in the ENGAGE position to extend the girt bar latches. The emergency door PULL handle is positioned to the first detent position to withdraw the lockpin; the door is then manually closed using the handcrank in the angle fitting. When the girt bar snaps into the floor latches (latches are spring-loaded to ENGAGE position) and the door is fully closed, the PULL handle is positioned in its stowed position.

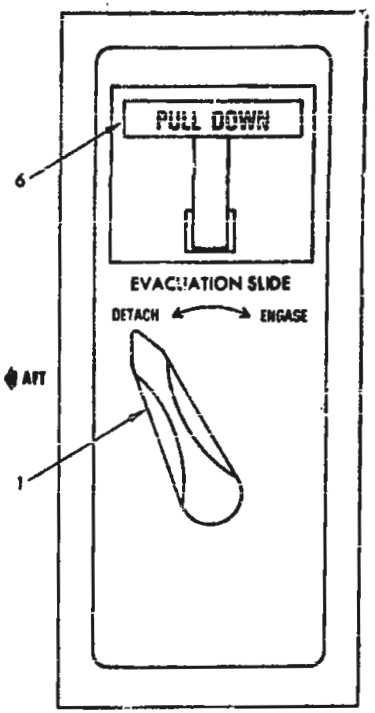
(6) Opening Type I Emergency Exit Doors from Interior and
R Deploying Slide

The girt bar latches extend when the selector lever is positioned to ENGAGE and the girt bar engages the floor latch fitting. Operating the emergency door PULL handle (remove plastic cover) to second detent withdraws door lockpin and declutches the
R counterbalance unit. The counterbalance unit then
R drives the door toward full open position. The girt
R bar is withdrawn from the door-mounted container, and
R as the door moves inwards and upwards and escape slide
R is initiated.





1 SELECTOR LEVER
2 COVER (REMOVABLE)
3 CONTROL ROD
4 EXTERIOR EMERGENCY EXIT HANDLE (PARTIALLY SHOWN)
5 PUSH-PULL CONTROL ROD AND CONDUIT
6 EMERGENCY DOOR HANDLE (MECHANICAL)
7 TORQUE TUBE
8 GIRT BAR
9 GIRT
10 LATCH FLOOR FITTING

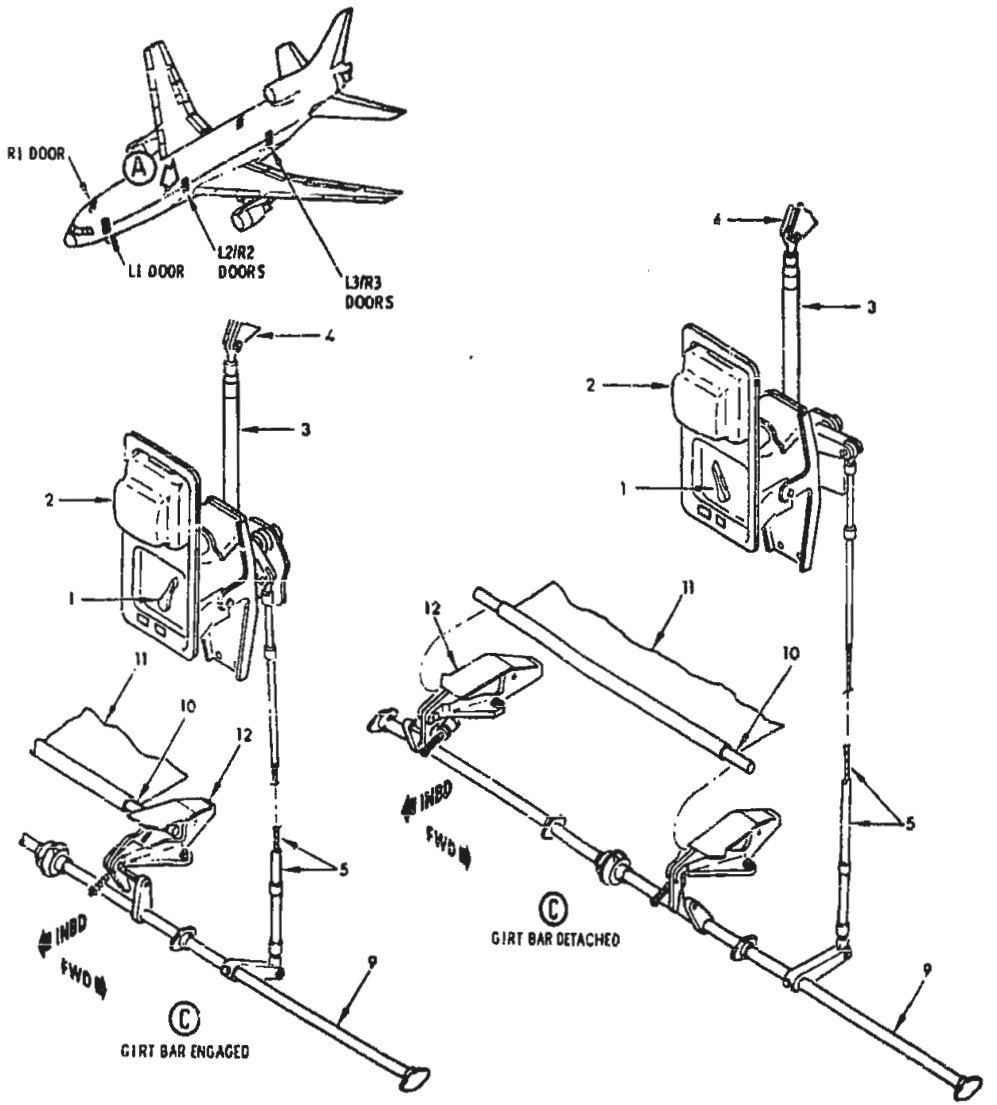


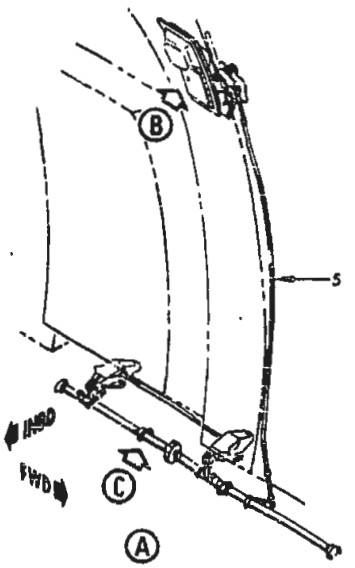
B
DOOR CONTROL PANEL

NOTE
THE DETACH POSITION OF THE SELECTOR LEVER ON THE DOOR CONTROL PANEL IS AFT FOR BOTH LEFT AND RIGHT SIDES OF THE PASSENGER COMPARTMENT

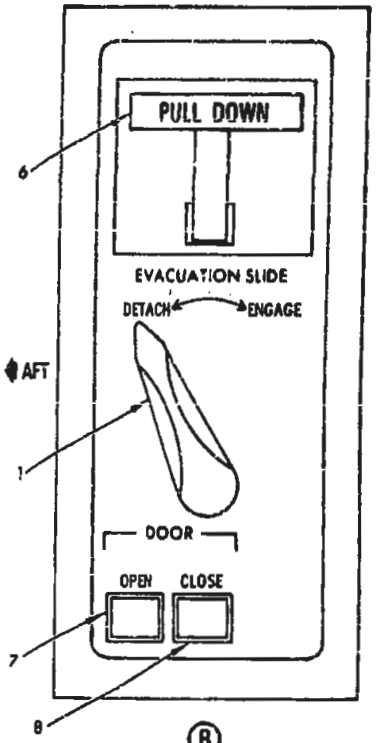
M1-0002-25-144

R Single-channel Slide Raft Girt Bar Arming System
R Figure 6





1 SELECTOR LEVER
2 COVER (REMOVABLE)
3 CONTROL ROD
4 EXTERIOR EMERGENCY EXIT HANDLE (PARTIALLY SHOWN)
5 PUSH-PULL CONTROL ROD, CONDUIT AND CABLE
6 EMERGENCY DOOR HANDLE (MECHANICAL)
7 DOOR OPEN SWITCH
8 DOOR CLOSE SWITCH
9 TORQUE TUBE
10 GIRT BAR
11 GIRT
12 LATCH FLOOR FITTING

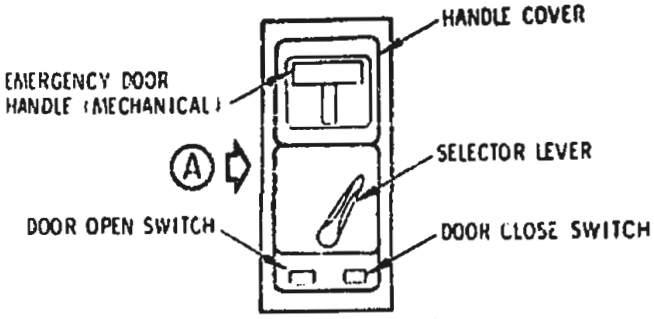


NOTE

THE DETACHED POSITION OF THE SELECTOR LEVER (1) ON THE DOOR CONTROL PANEL IS AFT FOR BOTH LEFT AND RIGHT SIDES OF THE PASSENGER COMPARTMENT

MI-0003-25-145

R Double-channel (Type A) Slide Girt Bar Arming System
R Figure 7



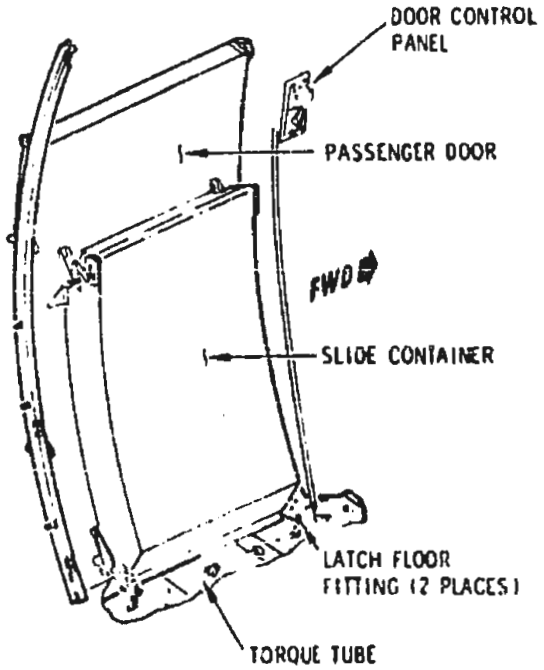
DOOR CONTROL PANEL

NOTE

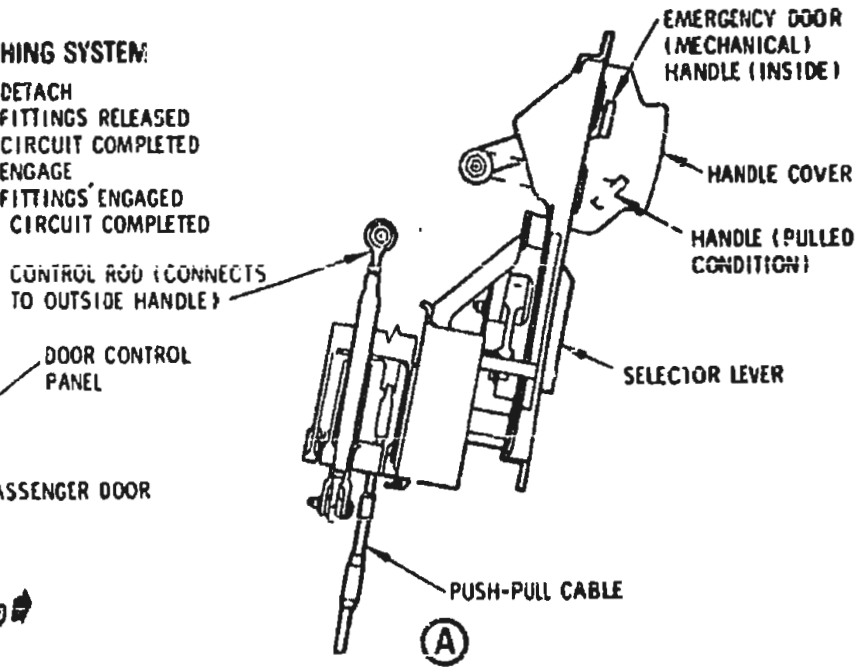
SLIDE OR SLIDE/RAFT IS AUTOMATICALLY ENGAGED WHEN DOOR IS FULLY CLOSED.
SLIDE OR SLIDE/RAFT IS AUTOMATICALLY DETACHED TO PREVENT DEPLOYMENT WHEN DOOR IS OPENED FROM EXTERIOR.
SLIDE OR SLIDE/RAFT CAN ONLY BE DEPLOYED BY OPERATING THE INTERIOR EMERGENCY DOOR HANDLE (MECHANICAL)

EVACUATING SLIDE LATCHING SYSTEM

1. POSITION SELECTOR LEVER TO DETACH
   A. GIRT BAR LATCH FLOOR FITTINGS RELEASED
   B. DOOR OPEN ELECTRICAL CIRCUIT COMPLETED
2. POSITION SELECTOR LEVER TO ENGAGE
   A. GIRT BAR LATCH FLOOR FITTINGS ENGAGED
   B. DOOR CLOSE ELECTRICAL CIRCUIT COMPLETED



TYPICAL FOR ALL PASSENGER ENTRY (TYPE A) AND EMERGENCY EXIT (TYPE I)



DOOR AND EVACUATION SLIDE CONTROL PANEL

1. DOOR CONTROL PANEL CONSISTS OF
   A. EMERGENCY DOOR HANDLE (MECHANICAL)
   B. SELECTOR LEVER
   C. DOOR OPERATING SWITCHES
2. PULL INSIDE EMERGENCY DOOR HANDLE
   A. DOOR IS MANUALLY OPENED
   B. SLIDE IS DEPLOYED
3. SELECTOR LEVER OPERATES
   A. GIRT BAR LATCH FLOOR FITTINGS ON ALL TYPE A AND I DOORS
   B. ELECTRICAL CIRCUITS ON TYPE A DOORS ONLY

M1-0002-25-436

R R Emergency Evacuation Slide Control Panel and Latching System
Figure 8

DOOR OPERATION (WITHOUT ELECTRICAL POWER)

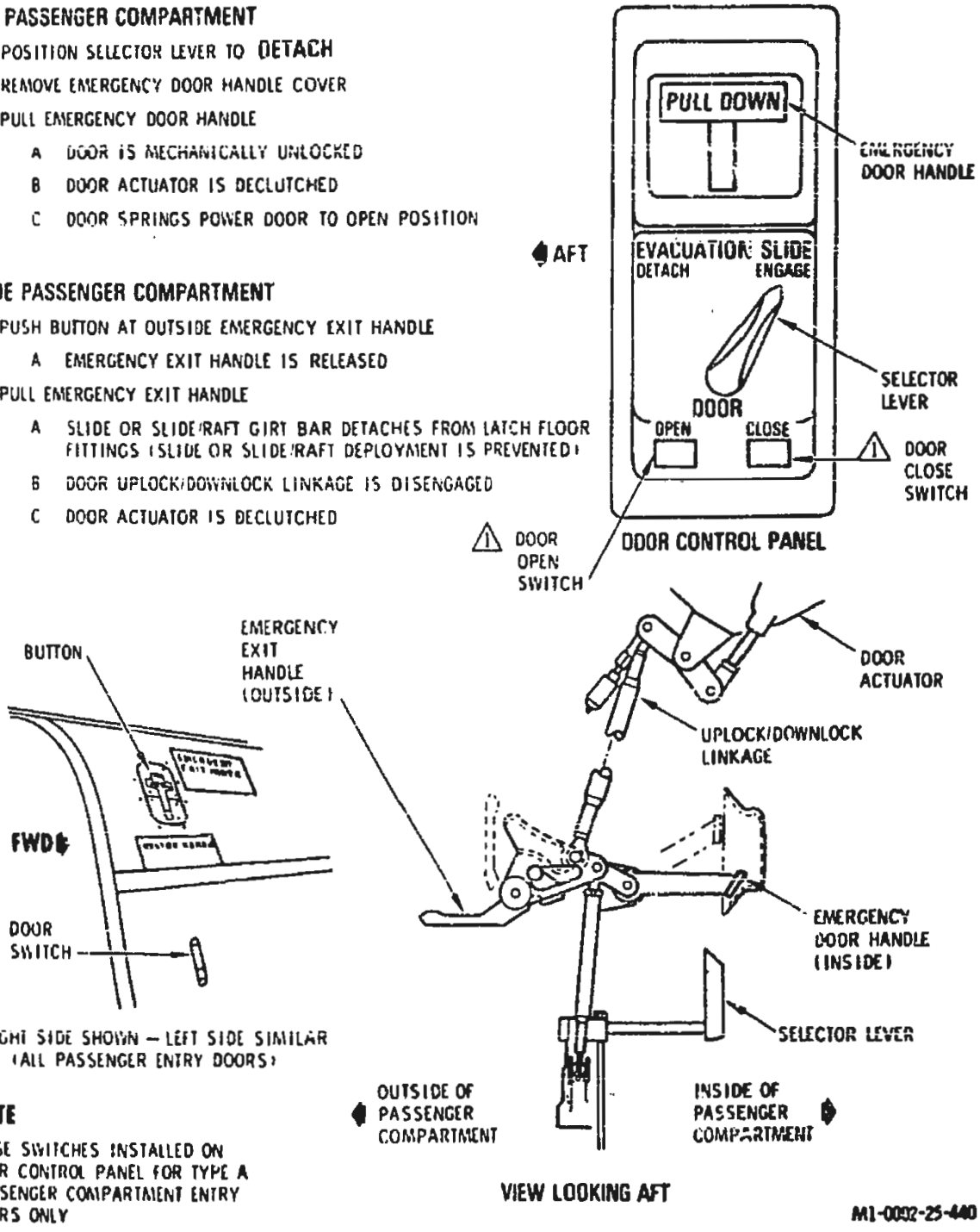
(ALL PASSENGER COMPARTMENT ENTRY AND EMERGENCY EXIT DOORS)

INSIDE PASSENGER COMPARTMENT

1 POSITION SELECTOR LEVER TO DETACH
2 REMOVE EMERGENCY DOOR HANDLE COVER
3 PULL EMERGENCY DOOR HANDLE
   A DOOR IS MECHANICALLY UNLOCKED
   B DOOR ACTUATOR IS DECLUTCHED
   C DOOR SPRINGS POWER DOOR TO OPEN POSITION

OUTSIDE PASSENGER COMPARTMENT

1 PUSH BUTTON AT OUTSIDE EMERGENCY EXIT HANDLE
   A EMERGENCY EXIT HANDLE IS RELEASED
2 PULL EMERGENCY EXIT HANDLE
   A SLIDE OR SLIDE/RAFT GIRT BAR DETACHES FROM LATCH FLOOR FITTINGS (SLIDE OR SLIDE/RAFT DEPLOYMENT IS PREVENTED)
   B DOOR UPLOCK/DOWNLOCK LINKAGE IS DISENGAGED
   C DOOR ACTUATOR IS DECLUTCHED



RIGHT SIDE SHOWN — LEFT SIDE SIMILAR (ALL PASSENGER ENTRY DOORS)

NOTE

⚠1 THESE SWITCHES INSTALLED ON DOOR CONTROL PANEL FOR TYPE A PASSENGER COMPARTMENT ENTRY DOORS ONLY

R R Emergency Evacuation Door Operation (Without Electrical Power)
Figure 9

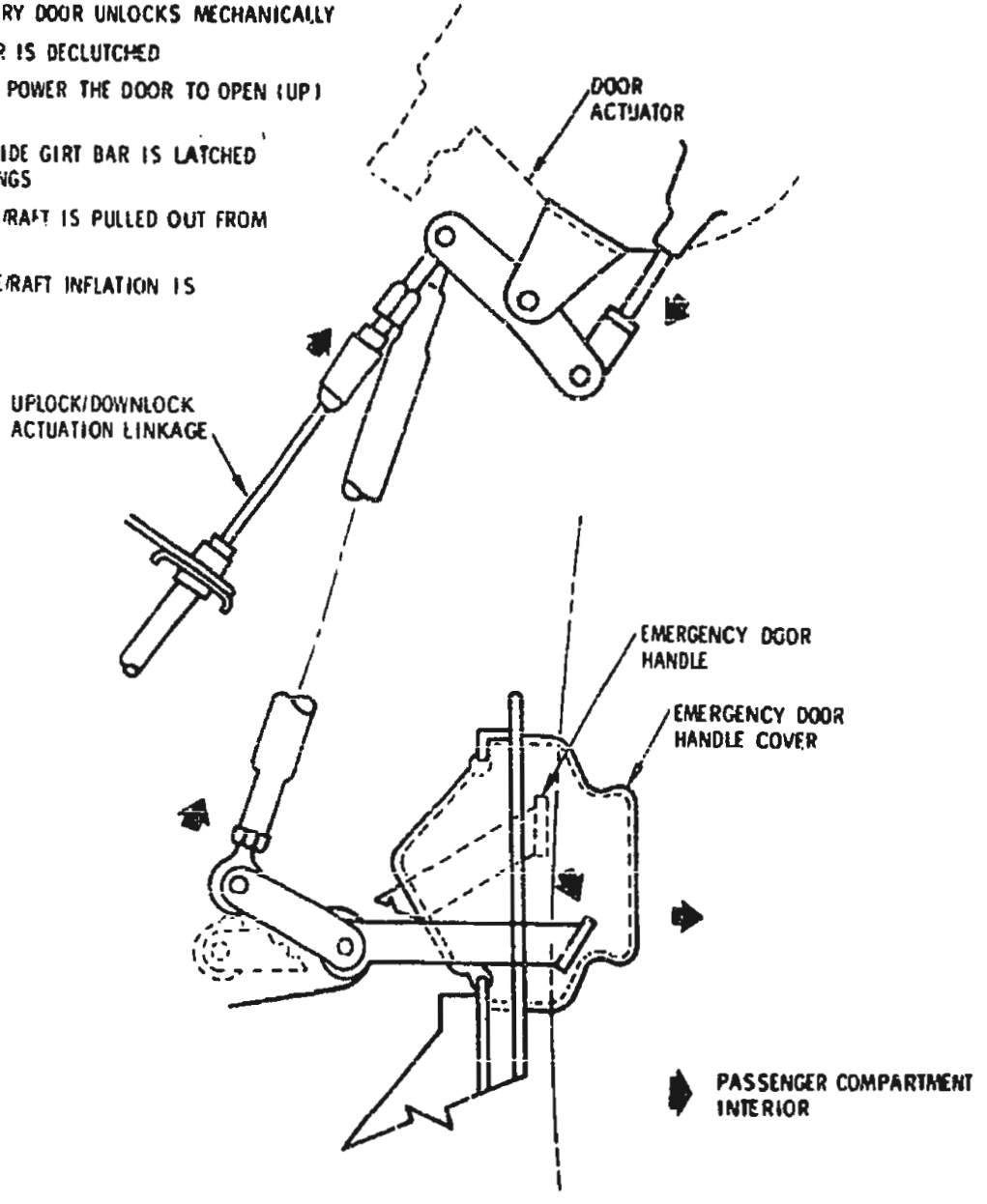
SLIDE OR SLIDE/RAFT DEPLOYMENT

(CAN ONLY BE INITIATED FROM PASSENGER COMPARTMENT INTERIOR)

1 REMOVE EMERGENCY DOOR HANDLE COVER

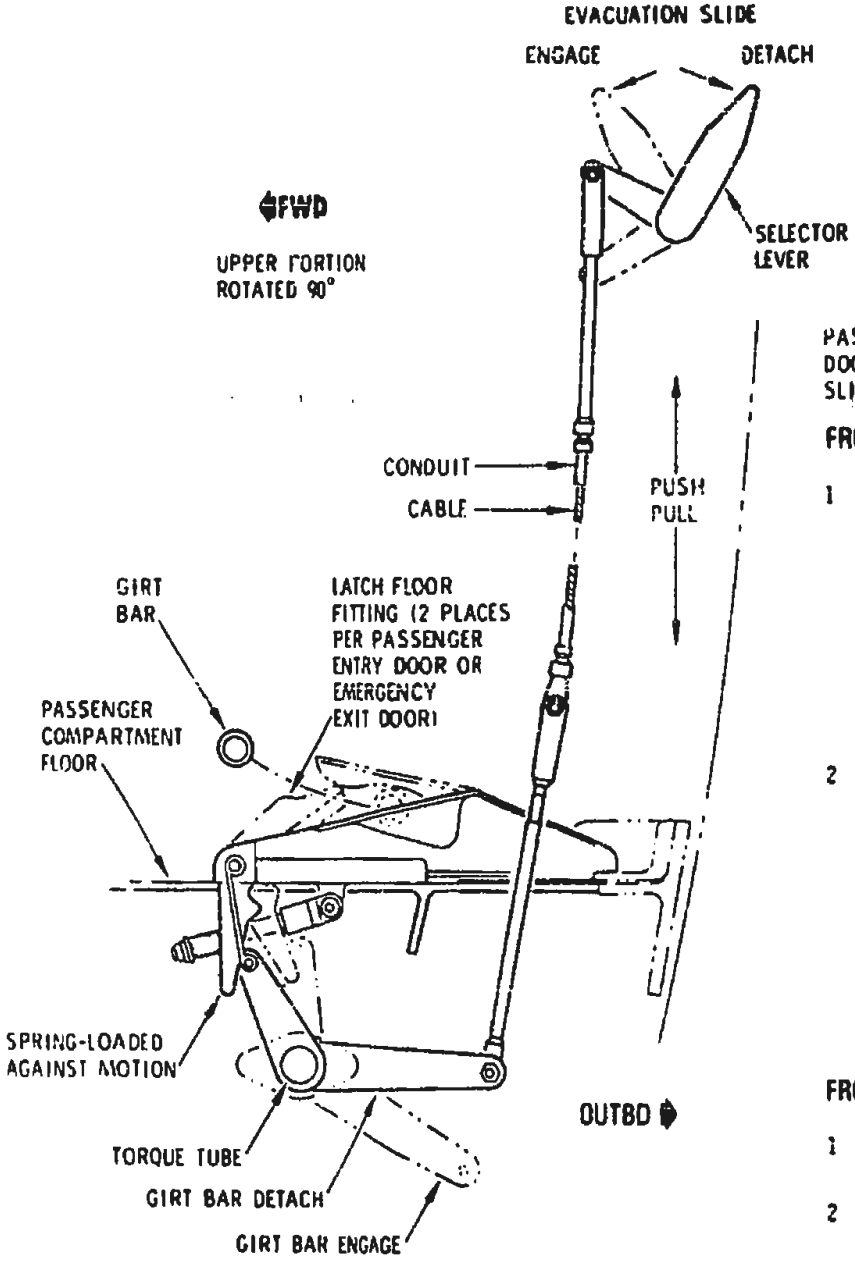
2 PULL INSIDE EMERGENCY DOOR HANDLE

- A UPLOCK/DOWNLOCK ACTUATION LINKAGE RETRACTS
- B PASSENGER ENTRY DOOR UNLOCKS MECHANICALLY
- C DOOR ACTUATOR IS DECLUTCHED
- D DOOR SPRINGS POWER THE DOOR TO OPEN (UP) POSITION
- E EVACUATION SLIDE GIRT BAR IS LATCHED TO FLOOR FITTINGS
- F SLIDE OR SLIDE/RAFT IS PULLED OUT FROM ITS CONTAINER
- G SLIDE OR SLIDE/RAFT INFLATION IS INITIATED



M1-0001-25-439

R R Emergency Evacuation Escape Slide Deployment Operation
Figure 10



GIRT BAR AND SELECTOR LEVER OPERATION (LOWER HALF OF VIEW IS LOOKING AFT)

PASSENGER COMPARTMENT DOOR OPENING WITHOUT DEPLOYING SLIDE OR SLIDE/RAFT (NORMAL MODE)

FROM AIRPLANE INTERIOR

1 POSITION 'EVACUATION SLIDE' SELECTOR LEVER TO DETACH (TYPE A AND I DOORS)
   A LATCH FLOOR FITTINGS RETRACT (SLIDE OR SLIDE/RAFT GIRT BAR WILL NOT ENGAGE FLOOR FITTINGS AS DOOR IS POWERED UPWARD)
   B DOOR OPEN ELECTRICAL CIRCUIT IS COMPLETED

2 PUSH AND HOLD 'DOOR OPEN' SWITCH UNTIL DOOR STOPS AUTOMATICALLY IN THE FULLY OPEN POSITION (TYPE A DOORS). TYPE I DOORS CAN BE MANUALLY HANDCRANKED OR THE 'PULL' HANDLE CAN BE POSITIONED TO ITS SECOND DETENT WHICH WILL OPERATE THE COUNTERBALANCE AND DRIVE THE DOOR TO FULL OPEN POSITION

FROM AIRPLANE EXTERIOR

1 DEPRESS BUTTON AT DOOR TOGGLE SWITCH

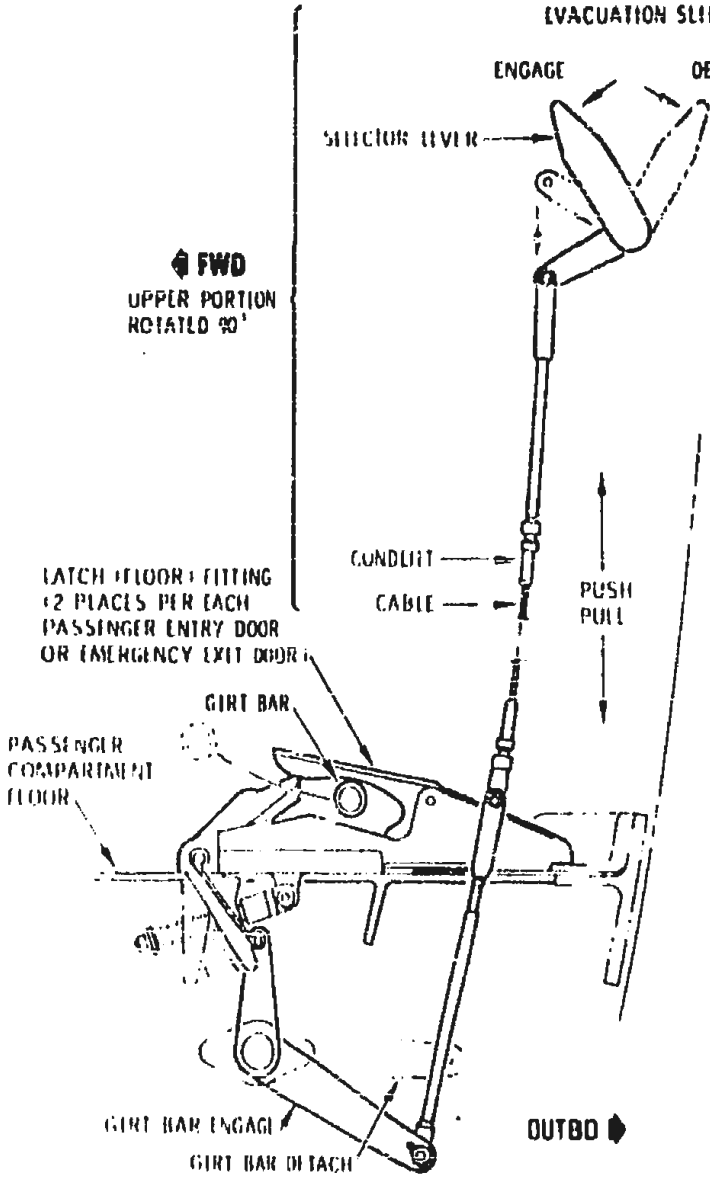
2 POSITION AND HOLD TOGGLE SWITCH IN AN UP DIRECTION UNTIL DOOR IS IN FULLY OPEN POSITION (TYPE A DOORS). THE 'EVACUATION SLIDE' SELECTOR LEVER IS IN THE ENGAGE POSITION IF DOOR WILL NOT OPEN. DOOR MUST BE OPENED WITH MANUAL DRIVE SPEED WRENCH ASSEMBLY UNDER THIS CONDITION (TYPE A AND TYPE I DOORS).

NOTE

THIS VIEW IS APPLICABLE FOR ALL PASSENGER ENTRY (TYPE A) DOOR

M1-0001-25-437

R Passenger Compartment Door and Girt Bar Latching System Operation
R Figure 11 (Sheet 1)



GIRT BAR AND SELECTOR LEVER OPERATION
(LOWER HALF OF VIEW IS LOOKING AFT)

DOOR AND GIRT BAR LATCHING SYSTEM OPERATION - NORMAL MODE

TO CLOSE A PASSENGER ENTRY (TYPE A) DOOR INSIDE OF AIRPLANE

FROM AIRPLANE INTERIOR

1. MOVE 'EVACUATION SLIDE' SELECTOR LEVER TO ENGAGE:
   A. LATCH FLOOR FITTINGS CLOSED
   B. DOOR CLOSING ELECTRICAL CIRCUIT IS COMPLETED
2. PUSH AND HOLD DOOR CLOSE SWITCH UNTIL DOOR STOPS AUTOMATICALLY IN CLOSED POSITION
   A. THE SLIDE OR SLIDE/RAFT GIRT BAR SNAPS INTO THE LATCH (FLOOR) FITTINGS (WHICH ARE SPRING LOADED CLOSED) AS THE DOOR CLOSES

FROM AIRPLANE EXTERIOR

1. MOVE 'EVACUATION SLIDE' SELECTOR LEVER (INSIDE OF AIRPLANE) TO ENGAGE
2. DEPRESS OUTSIDE DOOR TOGGLE SWITCH COVER (FORWARD OF DOOR)
3. HOLD TOGGLE SWITCH DOWN UNTIL DOOR STOPS AUTOMATICALLY IN CLOSED POSITION

NOTE

TYPE I DOORS ARE MANUALLY HANDCRANKED TO THE FULL CLOSED POSITION FROM EITHER INTERIOR OR EXTERIOR OF AIRPLANE AFTER POSITIONING 'EVACUATION SLIDE' SELECTOR SLIDE' SELECTOR LEVER TO 'ENGAGE'

M1-0001-25-438

R Passenger Compartment Door and Girt Bar Latching System Operation
R Figure 11 (Sheet 2)

6. Emergency Ladder Assembly

A. Description

An emergency ladder assembly (Ref. Fig. 12) is located in zone 211. The ladder is used to reach the flight compartment overhead emergency escape hatch. The ladder is fixed in position between the observers seats.

7. Emergency Descent Device

A. Description

Five individual, reusable emergency descent devices (Ref. Fig. 13) are provided at the flight compartment overhead escape hatch in zone 211. Individual containers retain each device in proper position and ready for instant use.

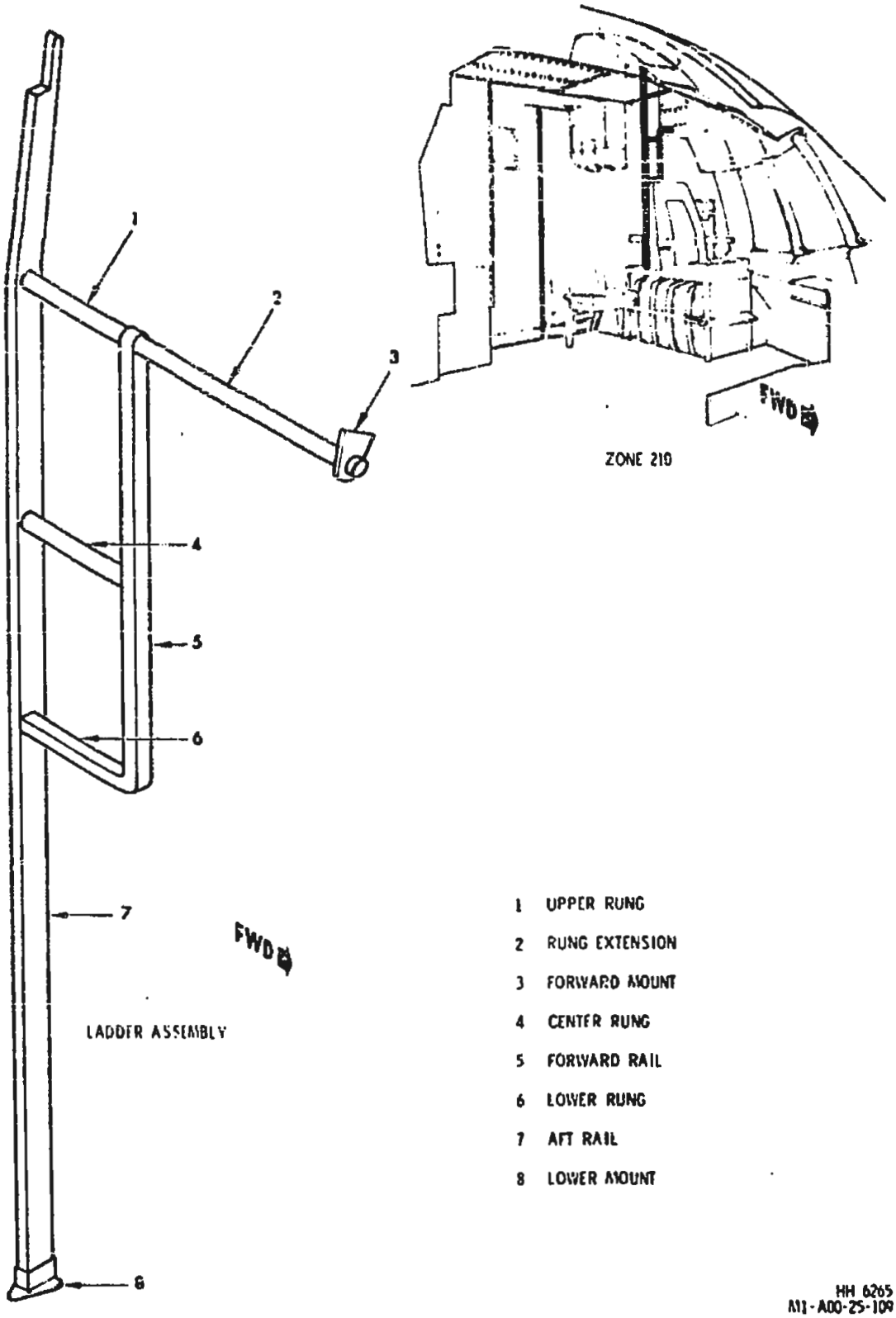
A 30-foot length of descent line (steel tape) is contained within each device. The descent line breaking strength is in excess of 750 pounds. A 30-inch length of flexible cable is permanently connected between the device and aircraft structure.

Each device consists of a case containing the descent line and a centrifugal brake with a telescoped tubular hand grip normally stowed between two legs extending from the case.

The device has a service life of 30 uses without maintenance. An identification plate on the device has 30 peel discs. One peel disc is removed after each use, thereby retaining a usage history of the device. Preparation for reuse involves rewinding the descent line with a 3/16-inch Allen wrench, and restowing the device in the aircraft.

B. Operation

Pulling descent device from its stowed position in the flight compartment will extend the handgrip of the device a few inches to allow gripping with both hands. Slack in the cable connecting the device to aircraft structure permits user exit through the overhead escape hatch without feeling any appreciable resistance until the device has been carried several feet past the hatch. A braking force of approximately 25 pounds will be felt in the descent line. This force will automatically increase during descent as necessary to limit a 250-pound user descent to a velocity of less than 16 ft/sec. Landing speed, after a drop of 30 feet, will be approximately 6 ft/sec. Correspondingly



Emergency Ladder Assembly
Figure 12

slower velocities will be attained with lighter-weight personnel.

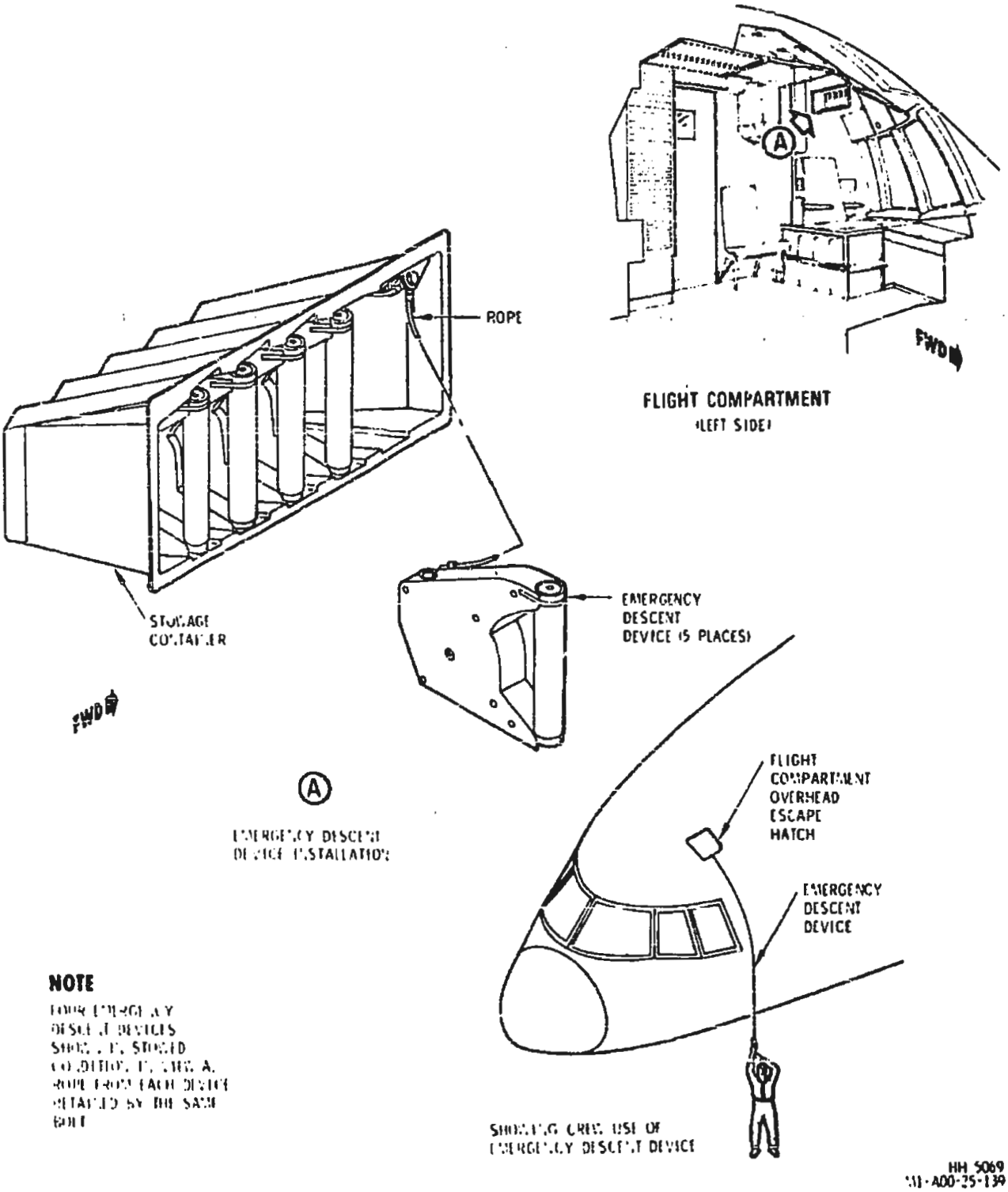
8. Galley Emergency Egress

A. Description

An escape hatch in the galley ceiling and passenger cabin floor provides a means of emergency egress from the galley for the food service specialists (Ref. Fig. 14).

The escape hatch is located on the right side of the passenger cabin in the cross-aisle forward of the mid cabin service center, zone 242. The hatch is flush with the cabin floor and covered with the cross-aisle floor covering. The floor covering must be folded back to gain access to the hatch. A port hole in the hatch is provided to permit viewing the galley during flight.

A hinged table (Ref. 25-31-00, Para. 15) is attached to the galley service door, zone 131. The table serves as a platform for access to the ceiling escape hatch.



NOTE

FOUR EMERGENCY DESCENT DEVICES SHOWN. 5 STORED IN LOCATION 5, SEE A. ROPE FROM EACH DEVICE RETAINED BY THE SAME BOLT

HH 5069
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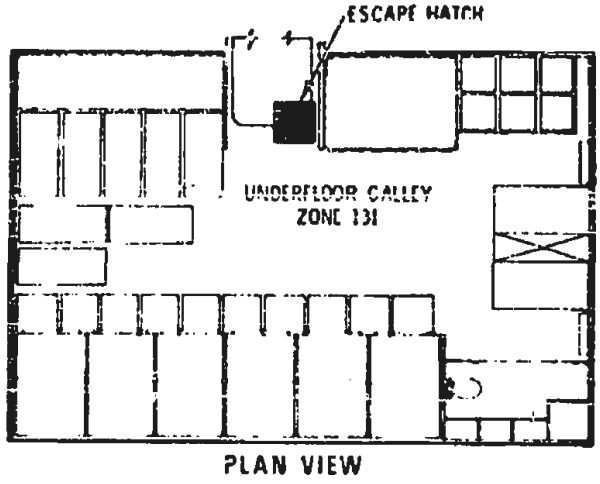
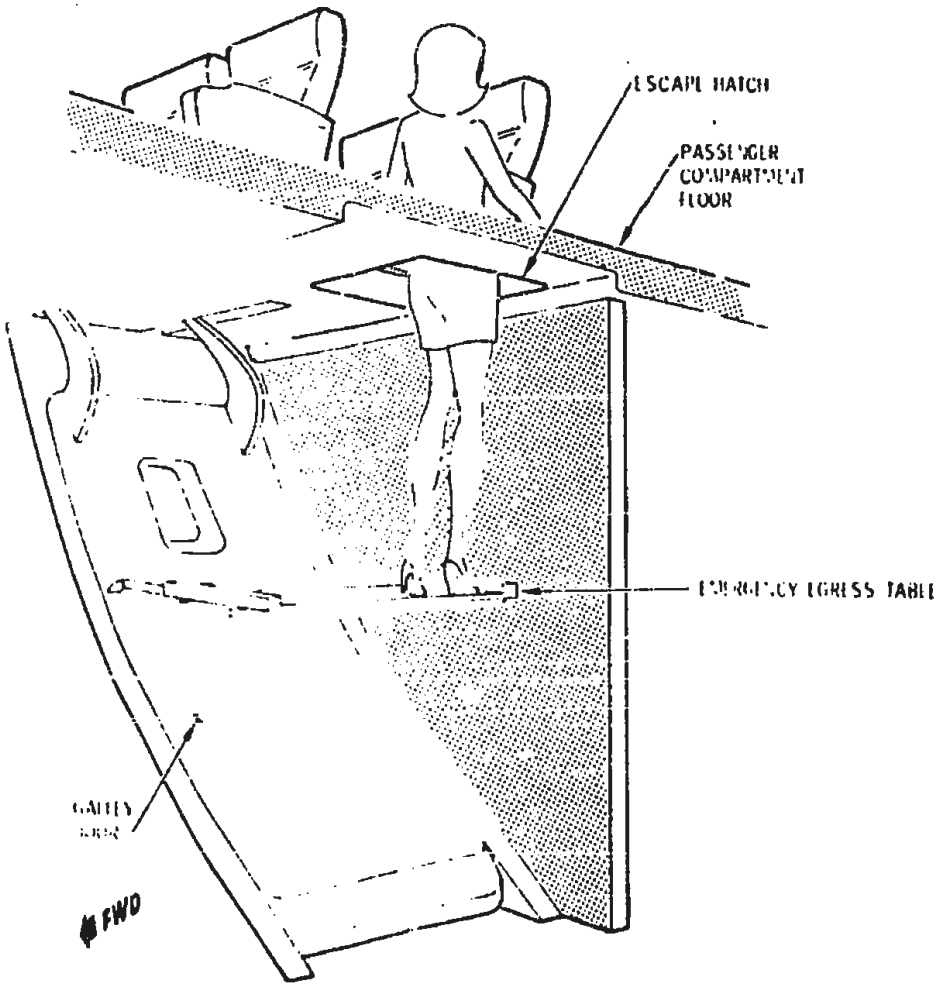
Emergency Descent Device
Figure 13

R EFFECTIVITY: ALL
R
7928





15
511

HN 5201
All A00-25-161

Galley Emergency Egress
Figure 14

EMERGENCY ESCAPE SLIDE ASSEMBLY - REMOVAL AND INSTALLATION

1. General

The removal/installation procedure of an evacuation slide assembly (ESA) is similar at all passenger entry doors and emergency exit doors.

Evacuation slide assemblies (Type A, double channel for L/R1 through L/R3 passenger entry doors, and Type I, single channel for L/R4 emergency exit doors) are installed in containers. The containers are mounted on the inboard side of each door (Ref. Fig. 401 and 402). Evacuation slide assemblies with containers, for installation at L1, R1 and L2, R2 passenger entry doors, are interchangeable at all locations of these doors.

Evacuation slide assemblies with containers, for installation at L3 and R3 passenger entry doors, can be installed only at each respective L3 or R3 door. Evacuation slide assemblies with containers, for installation at L/R4 emergency exit doors, are interchangeable only at either L/R4 door.

2. Removal/Installation

A. Removal

WARNING: SERIOUS INJURY CAN OCCUR IF PASSENGER DOOR IS OPERATED WHILE WORK IS BEING PERFORMED. TAG INNER AND OUTER DOOR HANDLES AND SWITCHES. REMOVE TAGS AFTER COMPLETION OF WORK.

(1) Position EVACUATION SLIDE selector lever on door control panel to DETACH.

(2) Position door approximately two to four inches from the full down position.

(3) Depress (outboard direction) and hold open each flipper door (part of door trim) adjacent to forward and aft upper sides of container.

(4) Reach hand through each flipper door and depress button which is mounted within latch handle.

(5) Pull (open) each latch handle in an inboard and upward direction. This will unlatch container from upper support pins.

NOTE: The button located within latch handle is utilized only for handle closed position.

(6) Pull top of container inboard (approximately 5 degrees, maximum) to disengage lower and upper ends of container from support pins.

NOTE: Type A ESA and container weigh approximately 130 pounds.

NOTE: A Type I ESA and container weigh approximately 100 pounds.

NOTE: The lower container locking hooks are inverted. Some downward movement of the assembly may be required to lower these far enough to clear the lower support pins. If difficulty is encountered in releasing the lower hooks, ensure door selector is in DETACH and raise door a few inches, to provide adequate clearance.

(7) Remove ESA from aircraft by using lift to lower to ramp. Avoid carrying units through cabin or down stairs.

WARNING: THE ESA INFLATION CYLINDER IS FULLY ARMED (UNLESS ESA WAS PREVIOUSLY DEPLOYED FOR AN EMERGENCY CONDITION). DO NOT PULL GIRT BAR OR LIFT ESA AND CONTAINER BY ITS GIRT BAR OR INTERNAL CABLES WHEN HANDLING THE ESA AND CONTAINER.

B. Installation

(1) Position door approximately two to four inches from the full down position.

WARNING: THE ESA INFLATION CYLINDER IS FULLY ARMED. USE EXTREME CARE WHEN HANDLING ESA AND CONTAINER, TO PREVENT ACCIDENTAL DISCHARGE OF CYLINDER.

DO NOT PULL THE GIRT BAR OR LIFT ESA AND CONTAINER BY ITS GIRT BAR OR INTERNAL CABLES, WHEN HANDLING THE ESA AND CONTAINER.

(2) Visually check yellow identification/instruction flap on girt for correct installation of ESA, and container at the door location shown on the flap (Ref. Fig. 403).

(3) Visually check that an ESA is installed in container.

(4) Visually check ESA cylinder pressure gage for correct pressure (Refer to Table 401).

CAUTION: THE PARACHUTE PINS ARE THE PRIMARY LOCKING DEVICES HOLDING THE PACKBOARD AND CONTAINER TOGETHER. IF THEY ARE NOT FULLY INSERTED AND SAFETIED, DOOR MOVEMENT MAY RESULT IN THE PINS SLIPPING OUT OF THE CONTAINER PAWLS. SHOULD THAT HAPPEN, THE ENTIRE PACK WILL FALL OUT OF THE DOOR. WHILE IT IS ESSENTIAL THAT THE PINS STAY IN PLACE DURING NORMAL DOOR OPERATION, IT IS MANDATORY THAT THEY PULL FREELY UPON SLIDE DEPLOYMENT. THEY MUST NOT BE BENT, OR OTHERWISE DAMAGED.

(5) Visually check security of breakaway copper wire ties and parachute pins on ESA at upper corners of packboard (Details C and E, Ref. Fig. 401 and 402).

(a) If pin is not fully inserted through pawl, or is extracted, re-insert and install 0.0159 diameter copper breakaway wire (Detail C and E, Fig. 401 and 402).

(b) Check security of soft cover release cable. All pins down each side of the packboard must be fully inserted through loops. If any pins are pulled, the pack is probably partially deployed and must be checked in the shop.

(c) Check that breakaway wire is installed on girt bar retainers (2 places). If wire is not intact, verify that girt bar is engaged in both girt bar retainers.

C (d) Check the detent ball in the girt bar retainer
C fittings as follows:

C 1) Using a punch or blunt rod, push on ball with
C sufficient force to depress ball.

C CAUTION: DO NOT ALLOW GIRT BAR TO SLIDE OUT OF
C RETAINER FITTING.

C 2) Remove force; ball must return to origianl
C position.

C 3) Depress ball again and lube with LPS-1
C (50-0964).

C 4) If ball cannot be moved or freed up, pack is
C unserviceable.

NOTE: Girt bar retainers are spring-loaded and may be pulled down to engage bar.

CAUTION: USE CARE WHEN HANDLING OR INSTALLING AN ESA AND CONTAINER ON DOOR TO PREVENT DAMAGE TO DOOR AND CONTAINER TRIM.

(6) Use protective mat and position ESA and container on aircraft floor with decorative side facing downward, and girt bar near door (outboard).

(7) Rotate top (inboard end) of ESA and container upward towards door. With button depressed pull latch handles upward (and inward) to open position.

(8) Position locking handle scissors over upper support pins and using door OPEN switch or handcrank, raise door until girt bar is above floor latches.

CAUTION: ATTEMPTING TO RAISE HEAVY PACK INTO LOCKED POSITION BY ROTATING LATCH LEVERS ONLY ON TYPE I DOORS CAN DAMAGE LATCH ASSEMBLY.

(9) Release some pressure from handles and allow pack to lower slightly towards floor, push bottom of pack outboard to line up lower pack hooks with lower door support pins. Push down on handles and outboard and upward on lower end of pack to raise pack into installed position.

(10) After container is in fully installed position, close latch handles completely and assure that lock button protrudes through each handle.

NOTE: Button must engage latch handle when handle is rotated to closed position.

(11) Position EVACUATION SLIDE selector lever on door control panel to DETACH.

(12) Operate and raise door approximately 14 inches from closed position and check that lower support pins at base of ESA are properly engaged.

(13) Check that both girt bar retainer hooks are properly engaged and verify that copper breakaway wire (0.025 dia.) is installed at forward and aft girt bar retainers (Ref. Detail D and H, Fig. 401 and 402).

NOTE: Girt bar retainers are spring-loaded and may be pulled down to engage bar.

C (14) Operate door to full up and down positions and check
C ESA and container for binding or interference. During
C this excercise, stop the door about five feet above the

C floor and check that the hard cover release cable
C around the girt bar is between * the retainer
C (retractor) and the black belt and that the velcro
C guide is secure around the cable at each end of the
C girt bar. Check that the girt bar properly engages the
C floor fittings and the spring-loaded pawl is up against
C the latch plate with no significant gap.

C * No. 1, No. 2 and No. 3 doors only; on No. 4
C door, the hard cover release cables around the
C girt bar are between the retainers (retractors).

C (15) Install removed ESA into shipping container from which
C replacement unit was removed. Do not ship ESA without
C protection of container.

C NOTE: If slide has been partially deployed (out of
C cover) but not inflated, disarm cylinder prior
C to placing in shipping container as follows:

C (a) Remove tape from aspirator "Y" hose connection at
C valve.

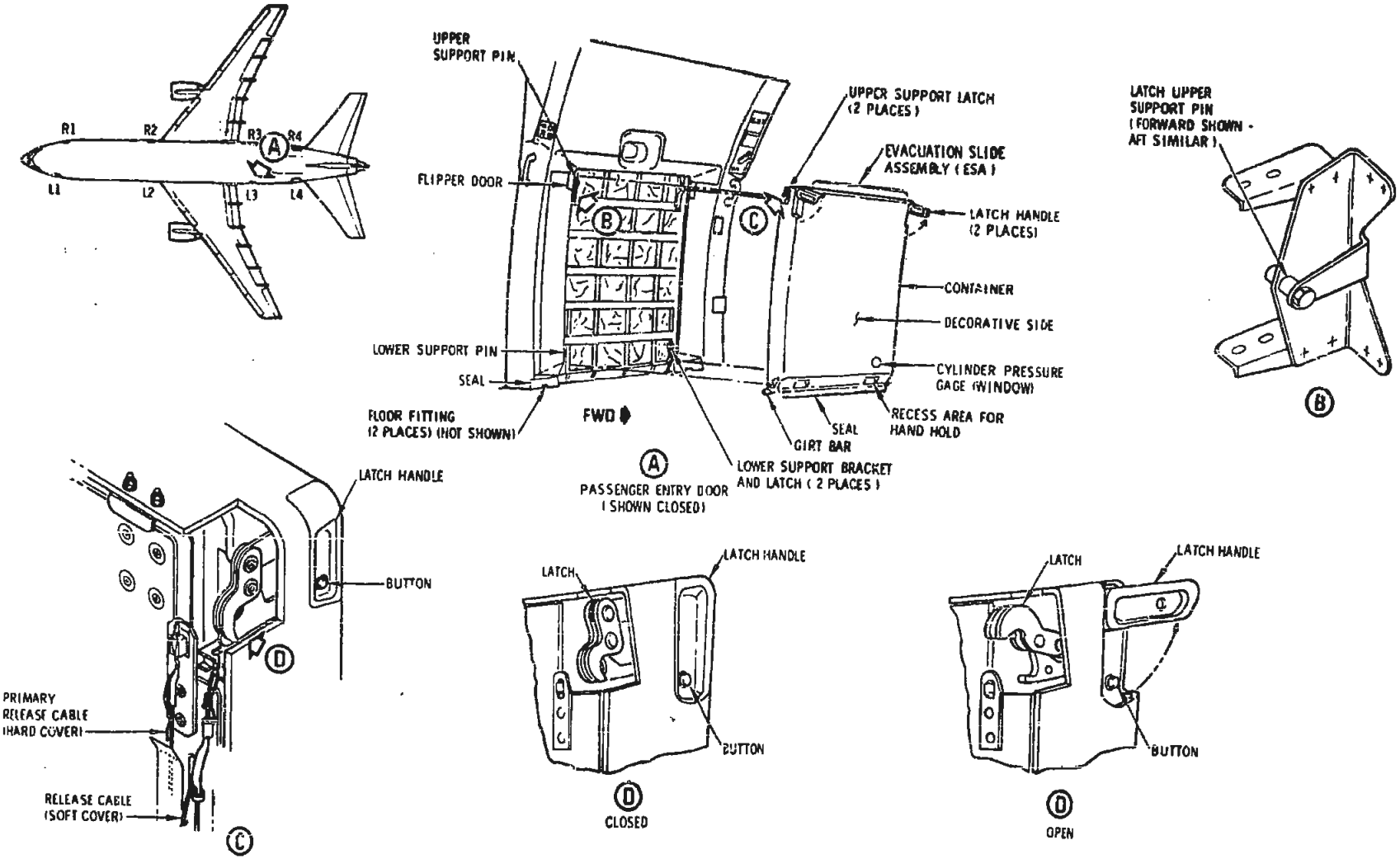
C (b) Remove "Y" hose connection "B" nut from valve and
C install plug in valve outlet.

C (c) Disconnect valve firing cable from pull handle at
C existing disconnect and tape cable to bottle.

C Evacuation Slide Inflation Cylinder Minimum Dispatch Pressure
C Table 401

CYLINDER TEMPERATURE (°F)	ALL DOORS (LEFT AND RIGHT) (PSIG)
-20	2075
0	2225
20	2425
40	2575
60	2775
70	2850
80	2950
100	3125
120	3275

CR NOTE: Pressure gages may or may not have red and/or green bands; however, red and/or green bands are not required since the pressure/temperature chart must be used in either case.



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C Emergency Escape Slide, Type A (Double Channel)
C Removal and Installation
C Figure 401 (Sheet 1 of 2)

R EFFECTIVITY: 003-017
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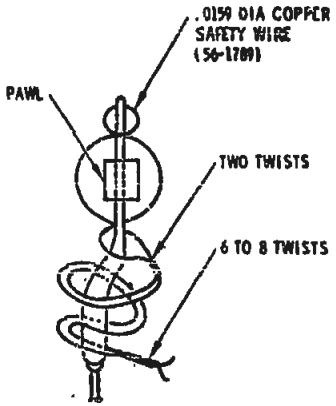
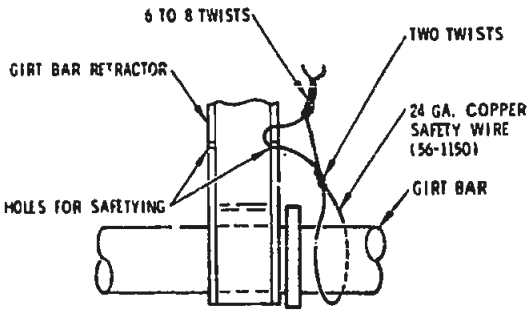
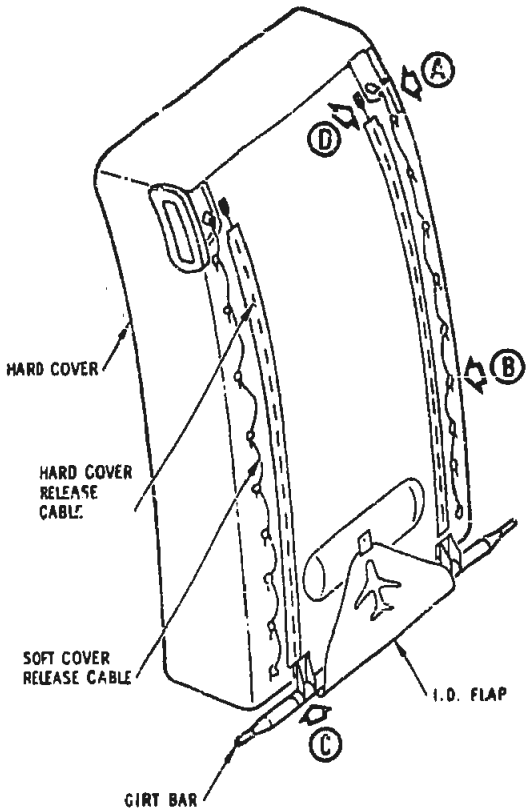
0019



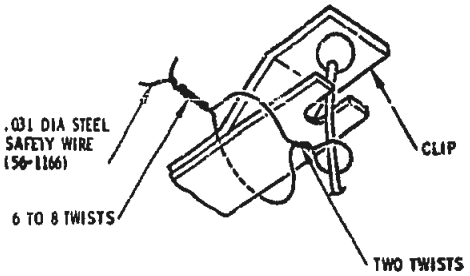
(D)
HARD COVER
RELEASE PAWL
(TYP-2 PLACES)



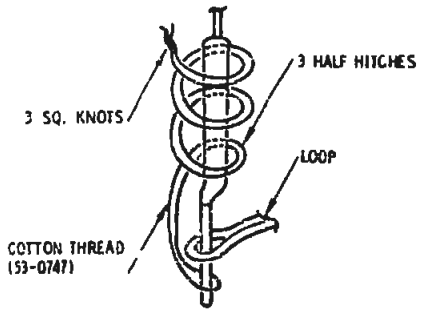
(C)
GIRT BAR RETRACTOR
(TYP 2 PLACES)



L-1011 EVACUATION SLIDE SAFETYING



(A)
SOFT COVER
RELEASE CLIP
(TYP-2 PLACES)

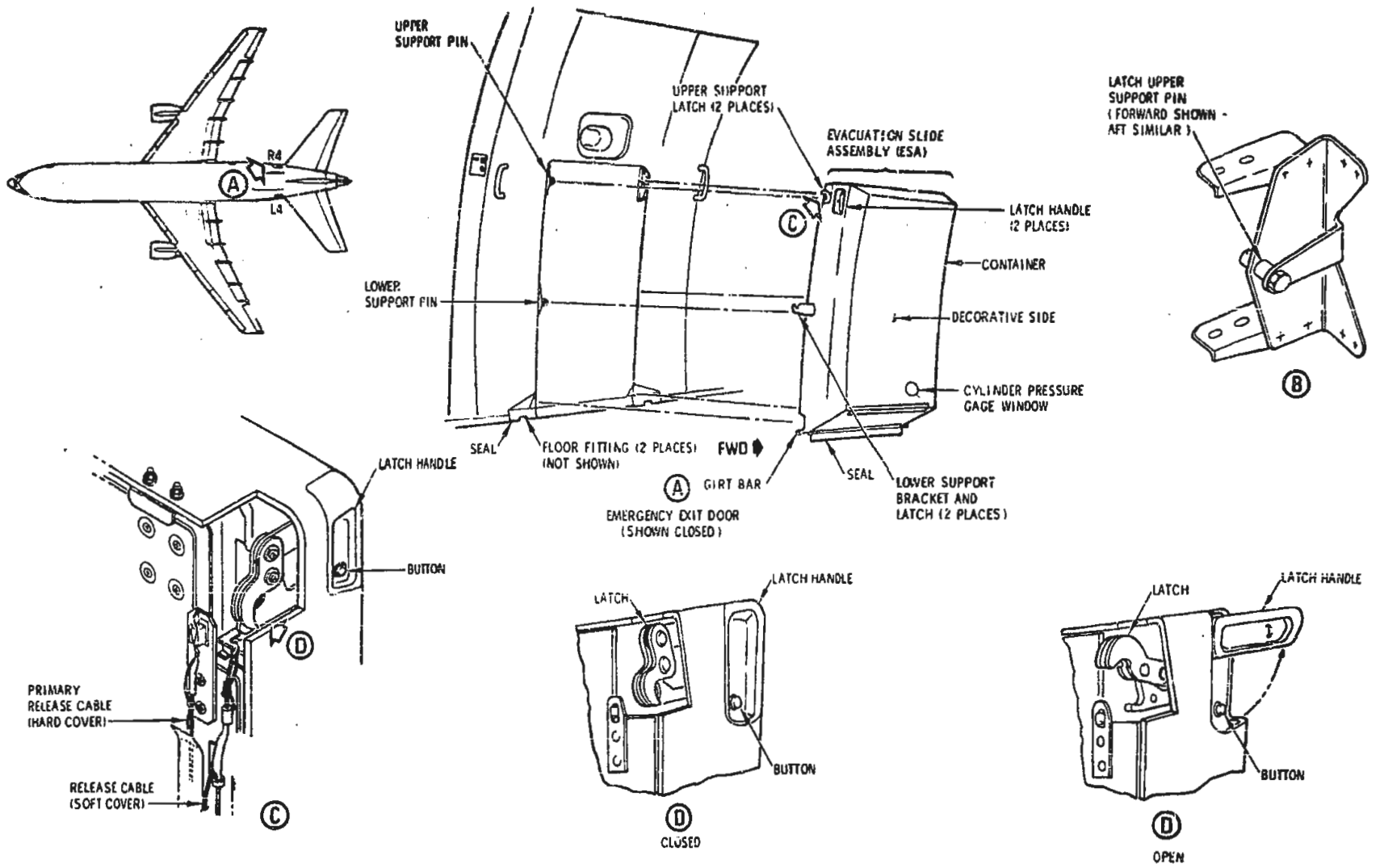


(B)
SOFT COVER
RELEASE LOOP
(TYP-18 PLACES)

M1-0000-25-2864

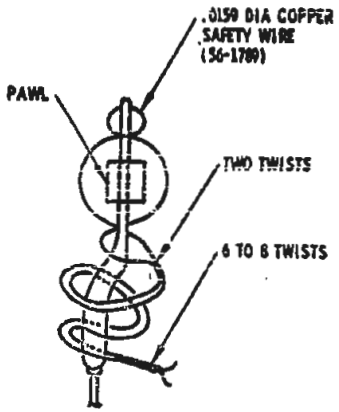
C
C
C Emergeny Escape Slide, Type A (Double Channel)
Removal and Installation
Figure 401 (Sheet 2 of 2)

R
R
0018 EFFECTIVITY: 003-017

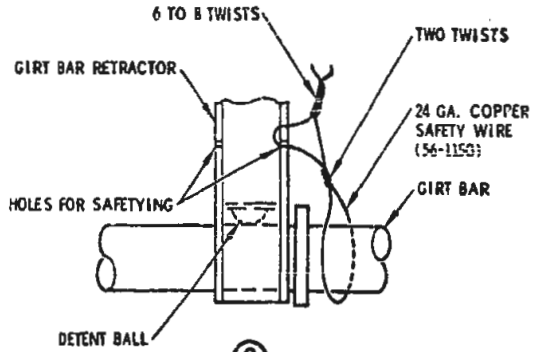


M1-0000-25-2865

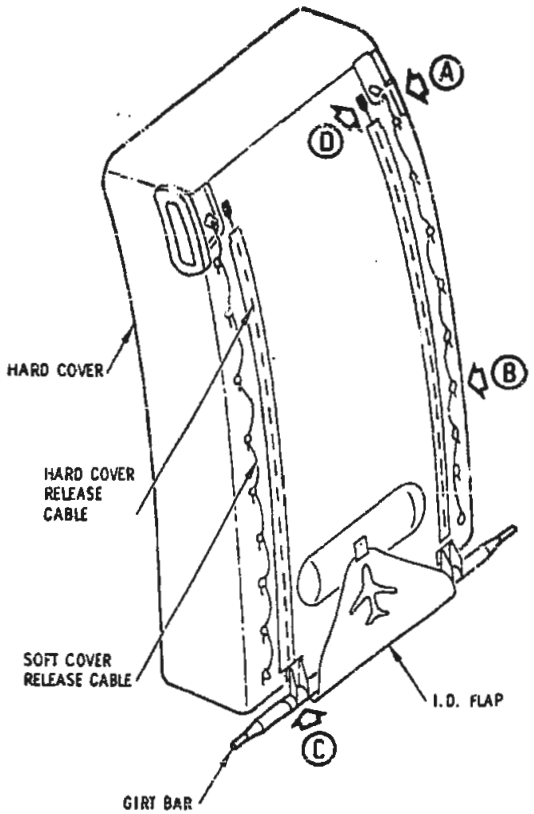
C Emergency Escape Slide, Type 1 (Single Channel)
C Removal and Installation
C Figure 402 (Sheet 1 of 2)



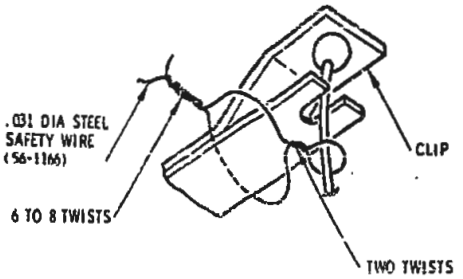
(D)
HARD COVER
RELEASE PAWL
(TYP-2 PLACES)



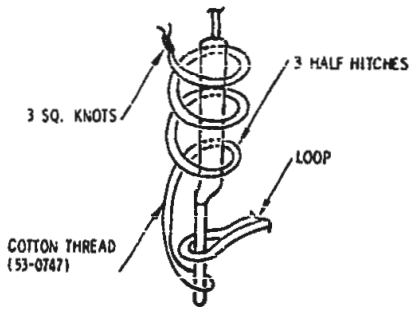
(C)
GIRT BAR RETRACTOR
(TYP-2 PLACES)



L-1011 EVACUATION SLIDE SAFETYING



(A)
SOFT COVER
RELEASE CLIP
(TYP-2 PLACES)

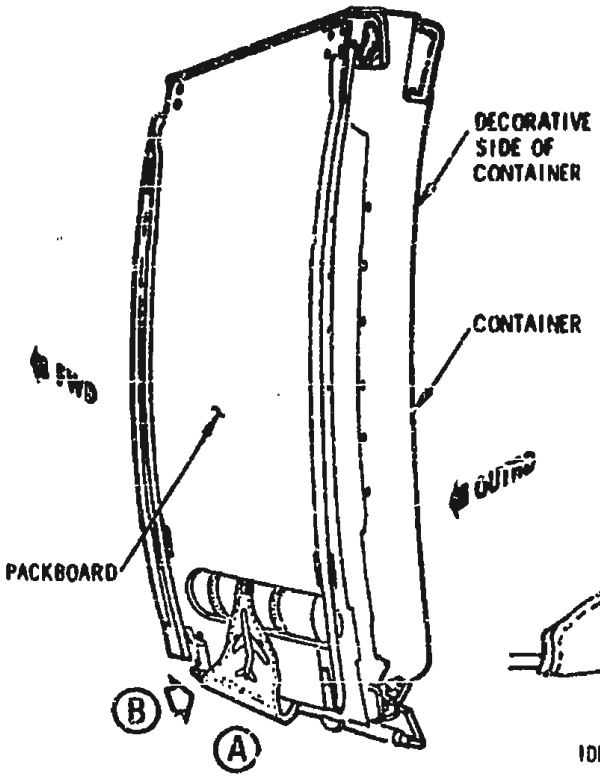


(B)
SOFT COVER
RELEASE LOOP
(TYP-18 PLACES)

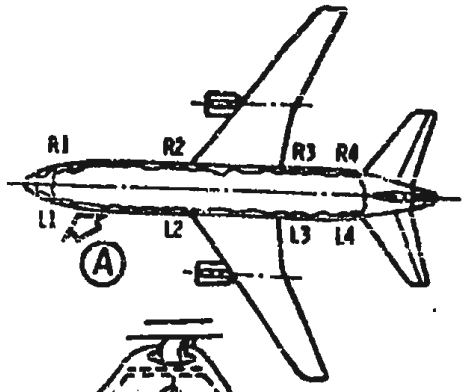
M1-0000-25-3730

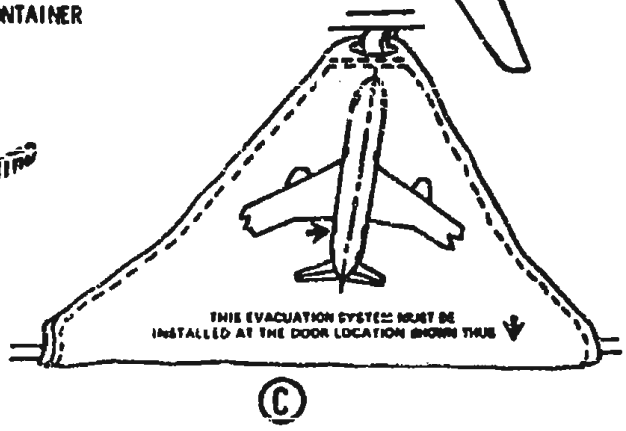
C Emergency Escape Slide, Type 1 (Single Channel)
C Removal and Installation
C Figure 402 (Sheet 2 of 2)

R EFFECTIVITY: 003-017
R
001B

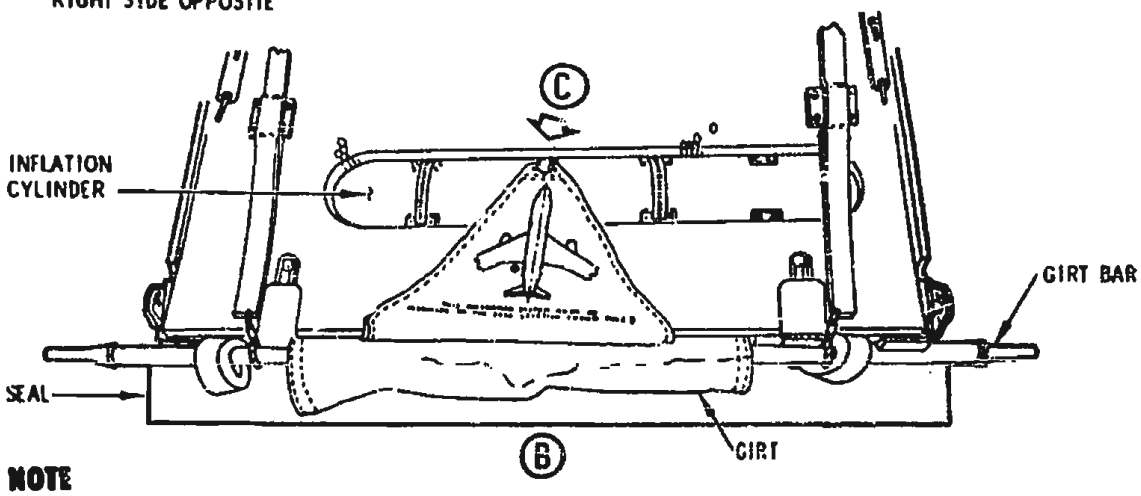


EVACUATION SYSTEM
LEFT SIDE SHOWN,
RIGHT SIDE OPPOSITE





IDENTIFICATION AND INSTRUCTION FLAP
(ARROW INDICATES THE DOOR FOR
INSTALLING EVACUATION SYSTEM)
(SHOWN FOR L3 DOOR)



NOTE

THIS FIGURE IS TYPICAL FOR L/R1 THROUGH L/R4 DOORS. EVACUATION SYSTEMS FOR L/R1 THROUGH 2 (LEFT AND RIGHT) DOORS ARE INTERCHANGEABLE ONLY WITH EACH OTHER. EVACUATION SYSTEM FOR L3 (LEFT) DOOR CAN ONLY BE INSTALLED AT THE L3 (LEFT) DOOR. EVACUATION SYSTEM FOR R3 (RIGHT) DOOR CAN ONLY BE INSTALLED AT THE R3 (RIGHT) DOOR. EVACUATION SYSTEM FOR L4 AND R4 DOORS ARE INTERCHANGEABLE BETWEEN L4 AND R4 DOORS ONLY

M1-0101-25-761

Evacuation System Identification and Instruction Flap
Figure 403

EMERGENCY ESCAPE SLIDE - ADJUSTMENT AND TEST

1. General

This procedure applies to all Type A passenger entry doors (6 places) and all Type I emergency e it doors (2 places) in zones 220 through 270.

2. Equipment and Materials

Protective mat (canvas/tarp) approximately 10 X 10 feet

1/2-inch diameter Manila rope, or equivalent

3. Referenced Procedure

25-61-01 Emergency Escape Slide Assembly - Removal and Installation

4. Adjustment/Test

A. Operational Test

WARNING: CHECK AND CLEAR AREA OUTSIDE AND BELOW RESPECTIVE PASSENGER COMPARTMENT DOOR FOR SLIDE BEING DEPLOYED IN THIS TEST.

(1) Place protective mat to cover ground at point of impact (approximately 20 feet outboard from a point directly below door sill).

(2) Passenger compartment door must be in full down position before beginning this test.

(3) Position selector lever on door control panel to ENGAGE.

(4) PULL EVACUATION SLIDE emergency door (mechanical) handle on door control panel. Door will operate upward and evacuation slide will be deployed from container outboard through door opening. The slide will inflate fully automatically.

CAUTION: SLIDE ASSEMBLY MUST NOT BE ALLOWED TO DROP TO THE GROUND AS THIS WILL DAMAGE PACKBOARD, INFLATION VALVE AND BOTTLE. SLIDE/RAFT MUST NOT BE DRAGGED ON PAVEMENT.

CR (5) Secure slide with a line tied at quarter-tie loop at girt assembly to lower inflated assembly to the ground.

CAUTION: THE TYPE A SLIDE ASSEMBLY WEIGHS ABOUT 100 POUNDS. LOAD CONCENTRATION WILL OCCUR ON LINE AFTER PULLING GIRT RELEASE HANDLE.

(6) Lift girt flap secured by hook and pile fastener and separate girt assembly from girt extension by pulling girt release handle.

R (7) Carefully lower slide assembly to ground and deflate.

(8) Position selector lever on door control panel to DETACH.

(9) Remove slide girt bar from latch floor fittings, and remove girt extension from aircraft. Return slide to shop for folding and repacking.

(10) Install an airworthy slide in door container (Ref. 25-61-01).

GIRT BAR ARMING SYSTEM - ADJUSTMENT AND TEST

1. General

This procedure applies to all type A passenger entry doors and all type I emergency exit doors in zones 220 through 270 (Ref. Fig. 501). The girt bar arming system is identical for single
R and double channel slides and/or slide/rafts.

2. Equipment and Materials

Fish scale, 1 to 15-pound capacity, or equivalent

Ground DETACH lock pin with flag, or equivalent

3. Adjustment/Test

A. Rigging and Check

(1) Remove ground DETACH lock pin at EVACUATION SLIDE selector lever (if installed).

(2) Insert an 0.022 in. feeler gage between stop and plunger located within selector assembly.

(3) If required, adjust (rotate) plunger using screwdriver slot until plunger housing (not ball) touches feeler gage.

(4) Remove feeler gage.

(5) Scribe a vertical line between pivot points of selector lever and spring (Points A and C).

(6) Scribe a line 30 degrees (±30 minutes) from each side of vertical line using the selector pivot point (Point A) as a common point.

(7) Rotate and maintain lever attached to top of spring at a 30-degree position.

(8) Adjust stop bolt to contact outer edge of lever.

(9) Tighten jamnuts at stop bolt.

(10) Rotate and maintain lever attached to top of spring at opposite 30-degree position.

(11) Adjust stop bolt to contact outer edge of lever.

(12) Tighten jamnuts at stop bolt.

(13) Release any force applied to lever to maintain in 30-degree position when adjusting stop bolts.

NOTE: Mid-point pivot (Point B) must not be in line with upper (Point A) and lower (Point C) pivots.

(14) Loosen door limit switches from mounting clips on selector assembly by loosening jamnuts.

NOTE: This step applies to L/R1 thru L/R3 doors only. Switches are not installed at the L/R4 doors.

(15) Check for freedom of rotation of switch actuator (selector) arm from detent to detent.

(16) Tighten jamnuts for each switch to mounting clips.

(17) Actuate (rotate) selector lever on door control panel to ENGAGE.

(18) Adjust push-pull cable and/or rod assembly as required to set forward crank assembly (nearest to push-pull cable) on torque tube in a manner that protruding pin attached to forward crank assembly is just touching outboard edge of latch operating lever.

(19) Loosen three bolts on torque tube coupling assembly and position coupling to align aft crank assembly with forward crank assembly.

(20) Tighten bolts to a torque of 25 to 30 pound-inches after adjustment is made.

(21) Actuate (rotate) selector lever on door control panel several times between ENGAGE and DETACH, and check for smoothness of operation; verify that girt bar latches are in full up position with lever in ENGAGE and in full down position with lever in DETACH.

(22) Attach fish scale to selector lever on door control panel. Scale pull force is at tip of selector lever.

(23) Actuate (rotate) selector lever on door control panel from ENGAGE to DETACH, and measure force required to move lever.

(24) Actuate (rotate) selector lever on door control panel from DETACH to ENGAGE, and measure force required to move lever.

NOTE: Operating force to move selector lever full travel in either direction must not exceed 12 pounds applied at tip of lever.

(25) If selector lever operating force exceeds 12 pounds, visually and functionally check selector assembly, push-pull control cable, latch floor fitting, and underfloor torque tube for the cause of excessive operating force in girt-bar arming system.

(26) Observe latch and latch cover in latch floor fitting is fully retracted with selector lever in DETACH POSITION. Gap, if any, between inside tip of cover and base housing must not exceed 0.10 inch maximum.

(27) With latch cover held in full up position, check gap dimension between latch and latch cover when selector
C lever is in ENGAGE position. Dimension must not exceed
C 0.250 in.

R (28) On aircraft 001-031 without SB25-222, check dimension from top of latch cover to upper surface of latch floor fitting mounting base when selector lever is in ENGAGE position. Dimension must be between 1.90 and 2.00 in. with cover held in full up position.

(28) On aircraft 001-031 with SB25-222 and 032-999, check dimension from top of latch cover to upper surface of latch floor fitting mounting base when selector lever is in ENGAGE position. Dimension must not exceed 2.20 inches maximum.

NOTE: Latch will rotate upward and lift latch cover, when selector lever is in ENGAGE position.

(29) Check girt bar and latch assembly clearance for passenger entry (Type A) doors as follows:

(a) Actuate selector lever on door control panel to DETACH and operate door control so girt bar is at adjustment position (Ref. Fig. 502).

(b) Hold latch cover full up and verify minimum clearance of 0.03 inch exists between girt bar and latch cover.

(c) If clearance is less than 0.03 inch, loosen adjuster bracket nuts and move brackets on serrated plates to obtain clearance.

(d) Tighten nuts and recheck clearance.

(e) Check clearance between girt bar retainer and drain pan (scuff plate) as door approaches closed position. Verify there is 0.03 inch or more clearance. [Steps (c) and (d) provide adjustment.]

(f) Minimum operational clearance between ends of girt bar and vertical web on latch assembly is 0.06 inch.

(30) Check girt bar and latch assembly clearance for emergency exit (Type I) doors as follows:

(a) Actuate selector lever on door control panel to DETACH and pull door control handle to first detent; using hand crank, position door to adjustment position (Ref. Fig. 503).

(b) Hold latch cover full up and verify minimum clearance of 0.03 inch exists between girt bar and latch cover.

(c) If clearance is less than 0.03 inch, operate door toward open position to permit lowering slide pack from lower attachment hooks. Swing inboard sufficiently to gain access to adjustment screws (Ref. Fig. 503).

Screw adjustment screw in to obtain required additional clearance and reinstall slide pack on lower hooks and securing upper latch handles (Ref. 25-61-01, 401).

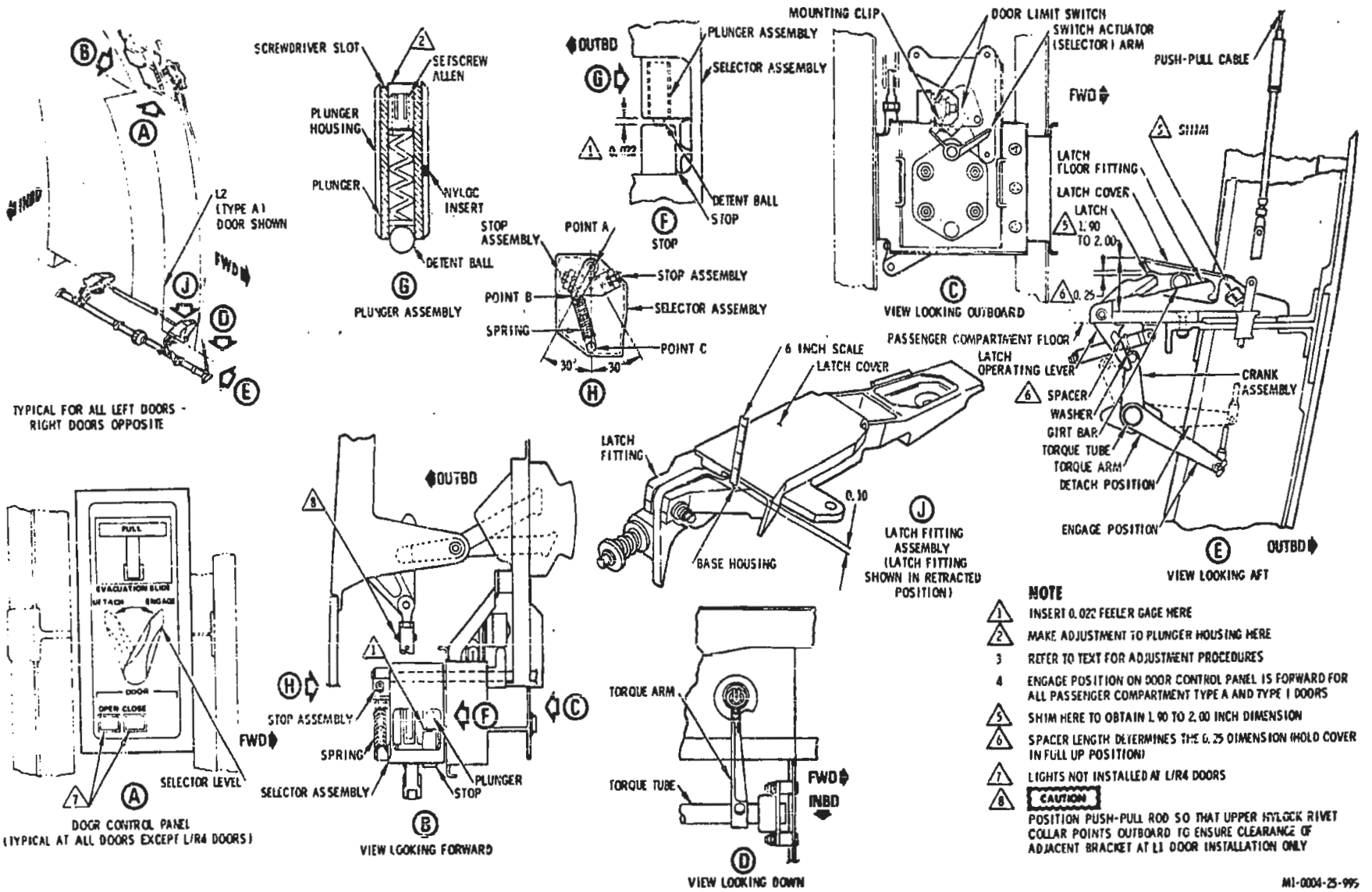
Reposition door to adjustment position and check clearance. Repeat adjustment procedure until 0.03-inch clearance is obtained.

(d) Operate door to full closed position and check for 0.03-inch minimum clearance between girt bar retainer and doorway drain pan (scuff plate). R

(e) Minimum operational clearance between ends of girt bar and vertical web on latch assembly is 0.06 inch.

(31) Actuate (rotate) selector lever on door control panel to DETACH.

(32) Install ground DETACH lock pin through hole in selector lever and into hole on EVACUATION SLIDE door control panel (if provided).



NOTE

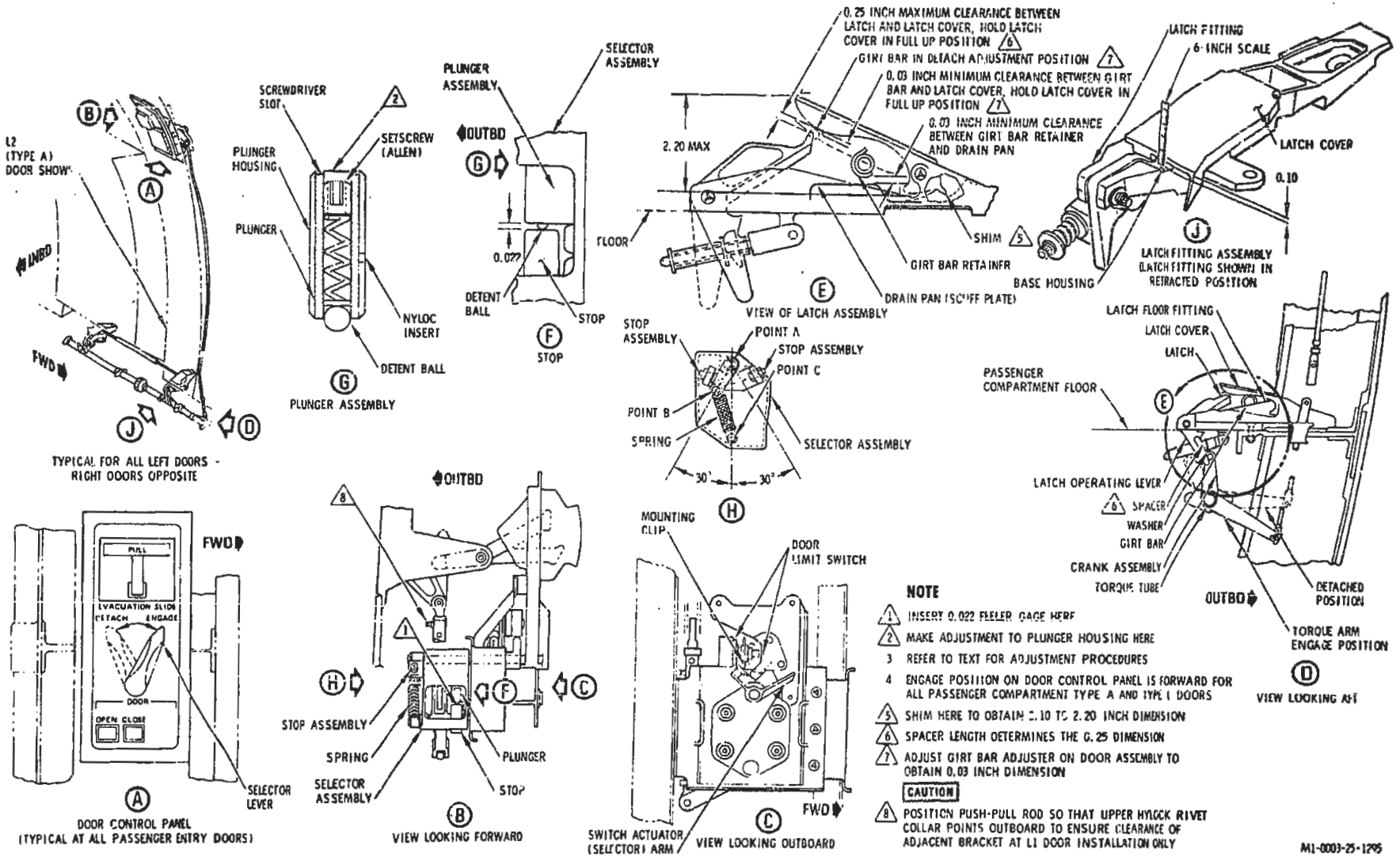
1. INSERT 0.022 FEELER GAGE HERE
2. MAKE ADJUSTMENT TO PLUNGER HOUSING HERE
3. REFER TO TEXT FOR ADJUSTMENT PROCEDURES
4. ENGAGE POSITION ON DOOR CONTROL PANEL IS FORWARD FOR ALL PASSENGER COMPARTMENT TYPE A AND TYPE I DOORS
5. SHIM HERE TO OBTAIN 1.90 TO 2.00 INCH DIMENSION
6. SPACER LENGTH DETERMINES THE 0.25 DIMENSION (HOLD COVER IN FULL UP POSITION)
7. LIGHTS NOT INSTALLED AT L/R4 DOORS
8. **CAUTION**
   POSITION PUSH-ROD SO THAT UPPER HYLOCK RIVET COLLAR POINTS OUTBOARD TO ENSURE CLEARANCE OF ADJACENT BRACKET AT L1 DOOR INSTALLATION ONLY

MI-0004-25-995

CR Girt Bar Arming System - Adjustment and Test
CR Figure 501 (Sheet 1)

EFFECTIVITY: 001-031 WITHOUT SB25-222

0018



NOTE

1. INSERT 0.022 FEELER GAGE HERE
2. MAKE ADJUSTMENT TO PLUNGER HOUSING HERE
3. REFER TO TEXT FOR ADJUSTMENT PROCEDURES
4. ENGAGE POSITION ON DOOR CONTROL PANEL IS FORWARD FOR ALL PASSENGER COMPARTMENT TYPE A AND TYPE I DOORS
5. SHIM HERE TO OBTAIN 0.10 TO 2.20 INCH DIMENSION
6. SPACER LENGTH DETERMINES THE 0.25 DIMENSION
7. ADJUST GIRT BAR ADJUSTER ON DOOR ASSEMBLY TO OBTAIN 0.03 INCH DIMENSION

CAUTION

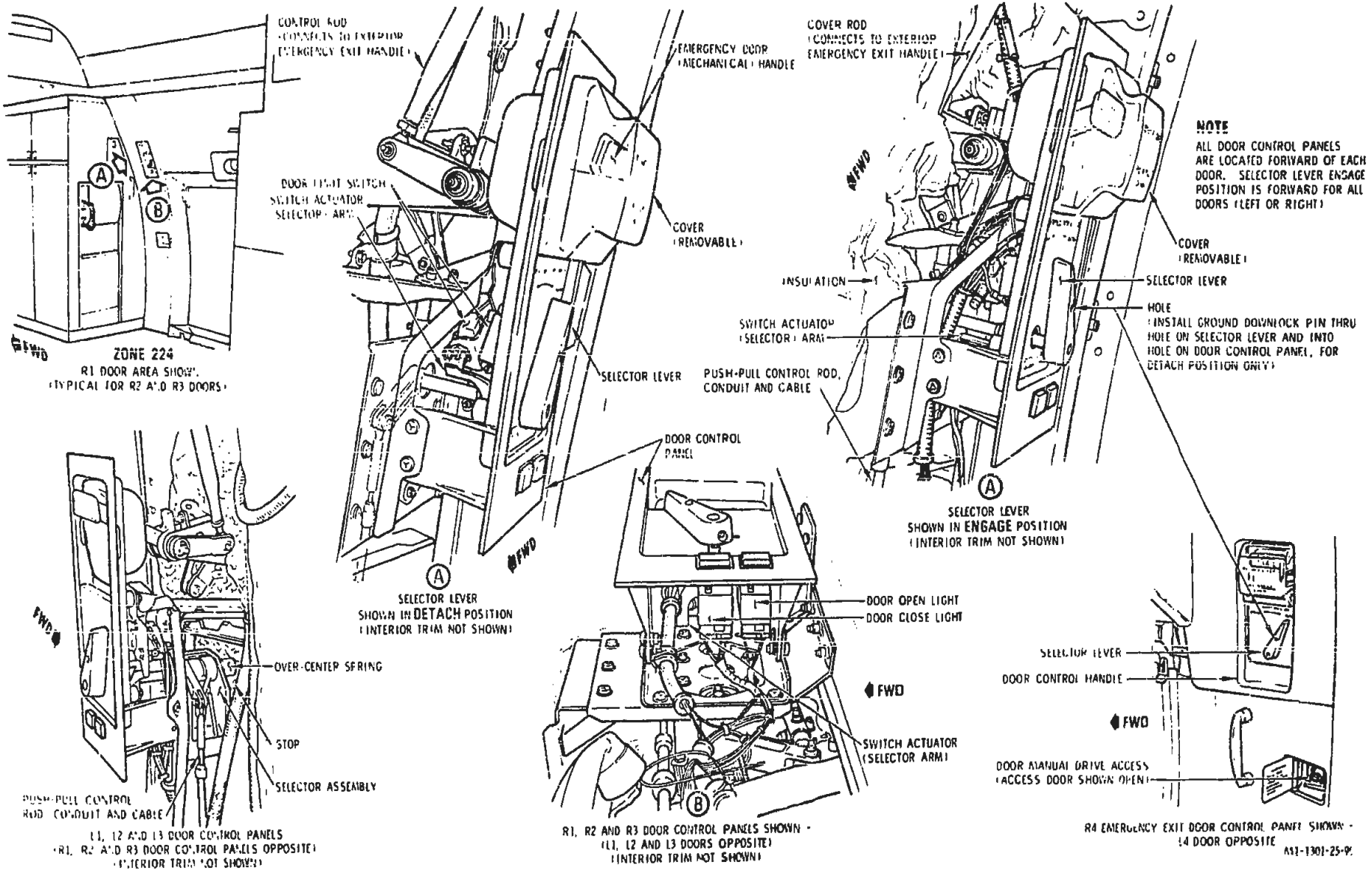
8. POSITION PUSH-PULL ROD SO THAT UPPER HYLOCK RIVET COLLAR POINTS OUTBOARD TO ENSURE CLEARANCE OF ADJACENT BRACKET AT L1 DOOR INSTALLATION ONLY

M1-0003-25-1205

R Girt Bar Arming System - Adjustment and Test
R Figure 501 (Sheet 1)

EFFECTIVITY: 001-031 WITH SB25-222 AND 032-999

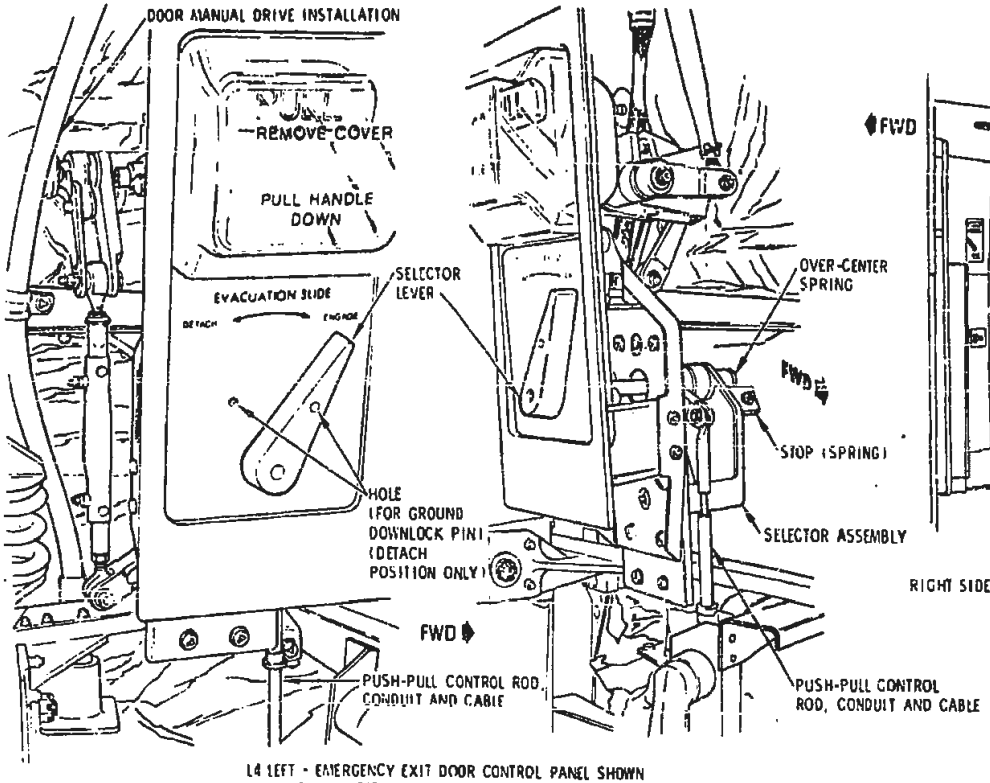
001B


CONTROL ROD (CONNECTS TO EXTERIOR EMERGENCY EXIT HANDLE)
ZONE 224
R1 DOOR AREA SHOWN (TYPICAL FOR R2 AND R3 DOORS)
EMERGENCY DOOR (MECHANICAL) HANDLE
DOOR LIGHT SWITCH SWITCH ACTUATOR SELECTOR ARM
COVER (REMOVABLE)
SELECTOR LEVER
SELECTOR LEVER SHOWN IN DETACH POSITION (INTERIOR TRIM NOT SHOWN)
DOOR CONTROL PANEL
OVER-CENTER SPRING
STOP
SELECTOR ASSEMBLY
PUSH-PULL CONTROL ROD, CONDUIT AND CABLE
L1, L2 AND L3 DOOR CONTROL PANELS (R1, R2 AND R3 DOOR CONTROL PANELS OPPOSITE) (INTERIOR TRIM NOT SHOWN)
DOOR OPEN LIGHT
DOOR CLOSE LIGHT
SWITCH ACTUATOR (SELECTOR ARM)
R1, R2 AND R3 DOOR CONTROL PANELS SHOWN - (L1, L2 AND L3 DOORS OPPOSITE) (INTERIOR TRIM NOT SHOWN)
COVER ROD (CONNECTS TO EXTERIOR EMERGENCY EXIT HANDLE)
INSULATION
SWITCH ACTUATOR (SELECTOR ARM)
PUSH-PULL CONTROL ROD, CONDUIT AND CABLE
SELECTOR LEVER SHOWN IN ENGAGE POSITION (INTERIOR TRIM NOT SHOWN)
NOTE
ALL DOOR CONTROL PANELS ARE LOCATED FORWARD OF EACH DOOR. SELECTOR LEVER ENGAGE POSITION IS FORWARD FOR ALL DOORS (LEFT OR RIGHT)
COVER (REMOVABLE)
SELECTOR LEVER
HOLE (INSTALL GROUND DOWNLOCK PIN THRU HOLE ON SELECTOR LEVER AND INTO HOLE ON DOOR CONTROL PANEL, FOR DETACH POSITION ONLY)
SELECTOR LEVER
DOOR CONTROL HANDLE
DOOR MANUAL DRIVE ACCESS (ACCESS DOOR SHOWN OPEN)
R4 EMERGENCY EXIT DOOR CONTROL PANEL SHOWN - L4 DOOR OPPOSITE
A51-1301-25-9

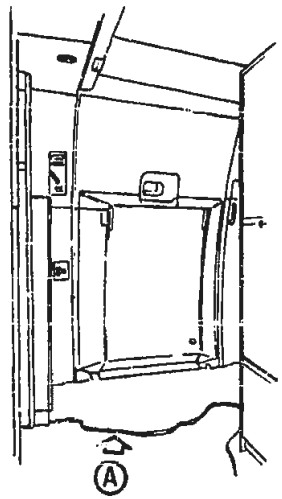
CR Girt Bar Arming System - Adjustment and Test
CR Figure 501 (Sheet 2)

EFFECTIVITY: ALL

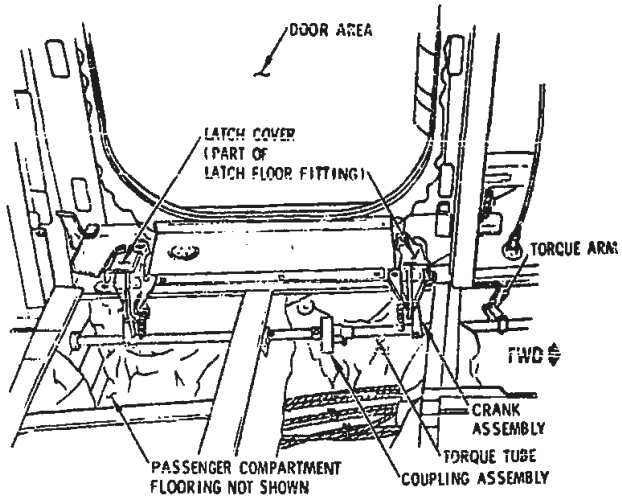
0018



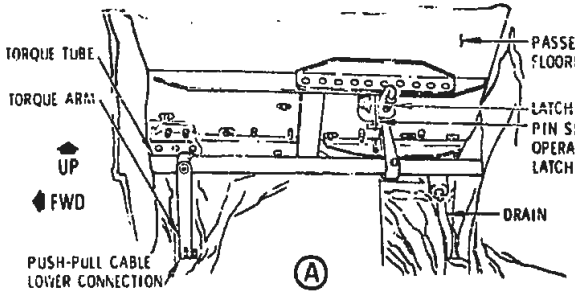
L4 LEFT - EMERGENCY EXIT DOOR CONTROL PANEL SHOWN
R4 PANEL OPPOSITE (INTERIOR TRIM NOT SHOWN)



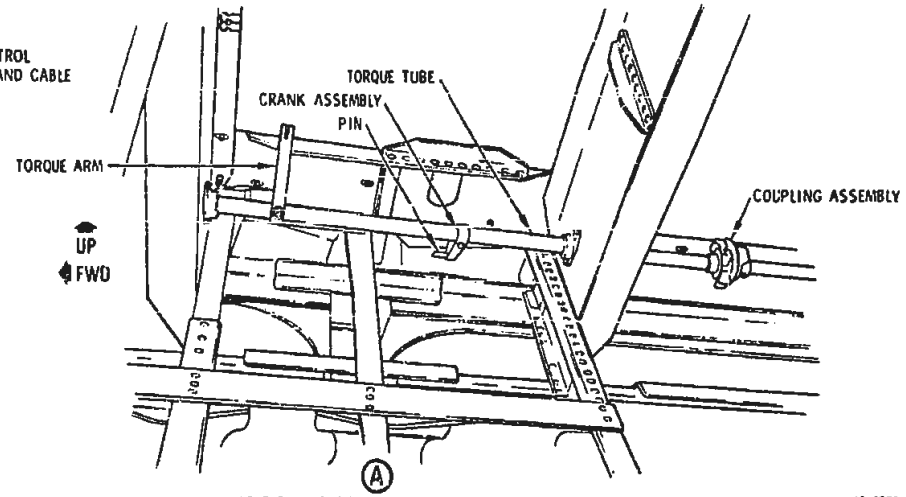
RIGHT SIDE SHOWN - LEFT SIDE OPPOSITE



L4 DOOR AREA SHOWN (TYPICAL FOR ALL LEFT DOORS)
ALL RIGHT DOORS ARE OPPOSITE



RIGHT SIDE SHOWN - LEFT SIDE OPPOSITE
(INSTALLATION SHOWN COMPLETE)



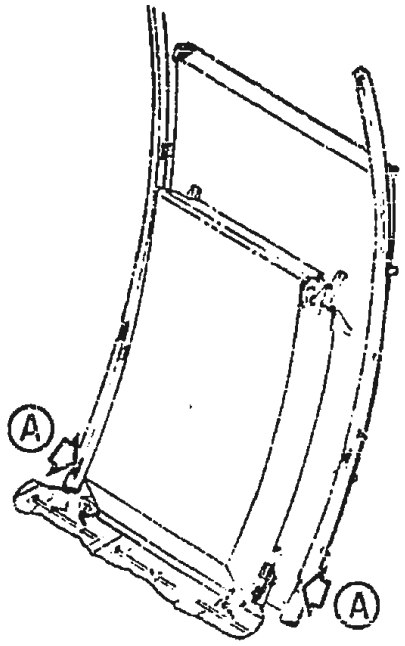
RIGHT SIDE SHOWN - LEFT SIDE OPPOSITE
(A PARTIAL INSTALLATION)

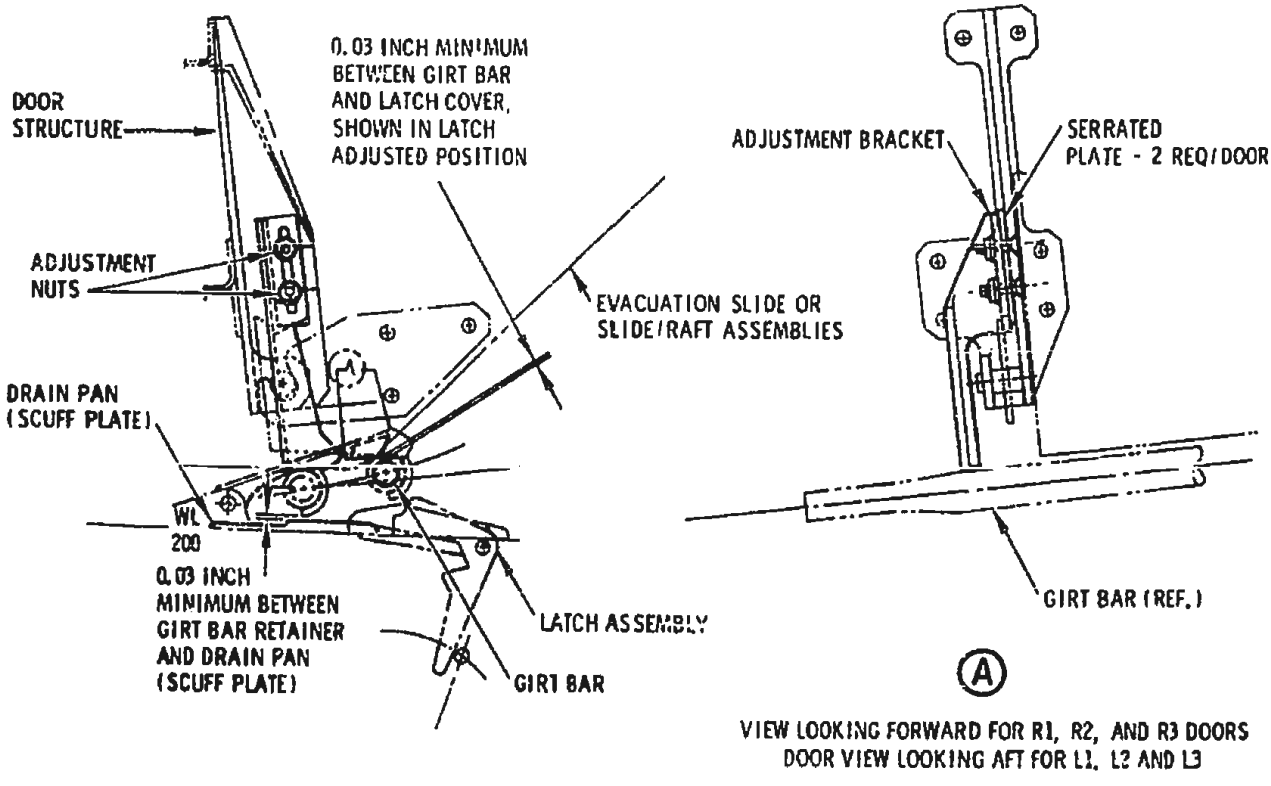
MI-1301-25-998

CR Girt Bar Arming System - Adjustment and Test
CR Figure 501 (Sheet 3)

EFFECTIVITY: ALL

001B

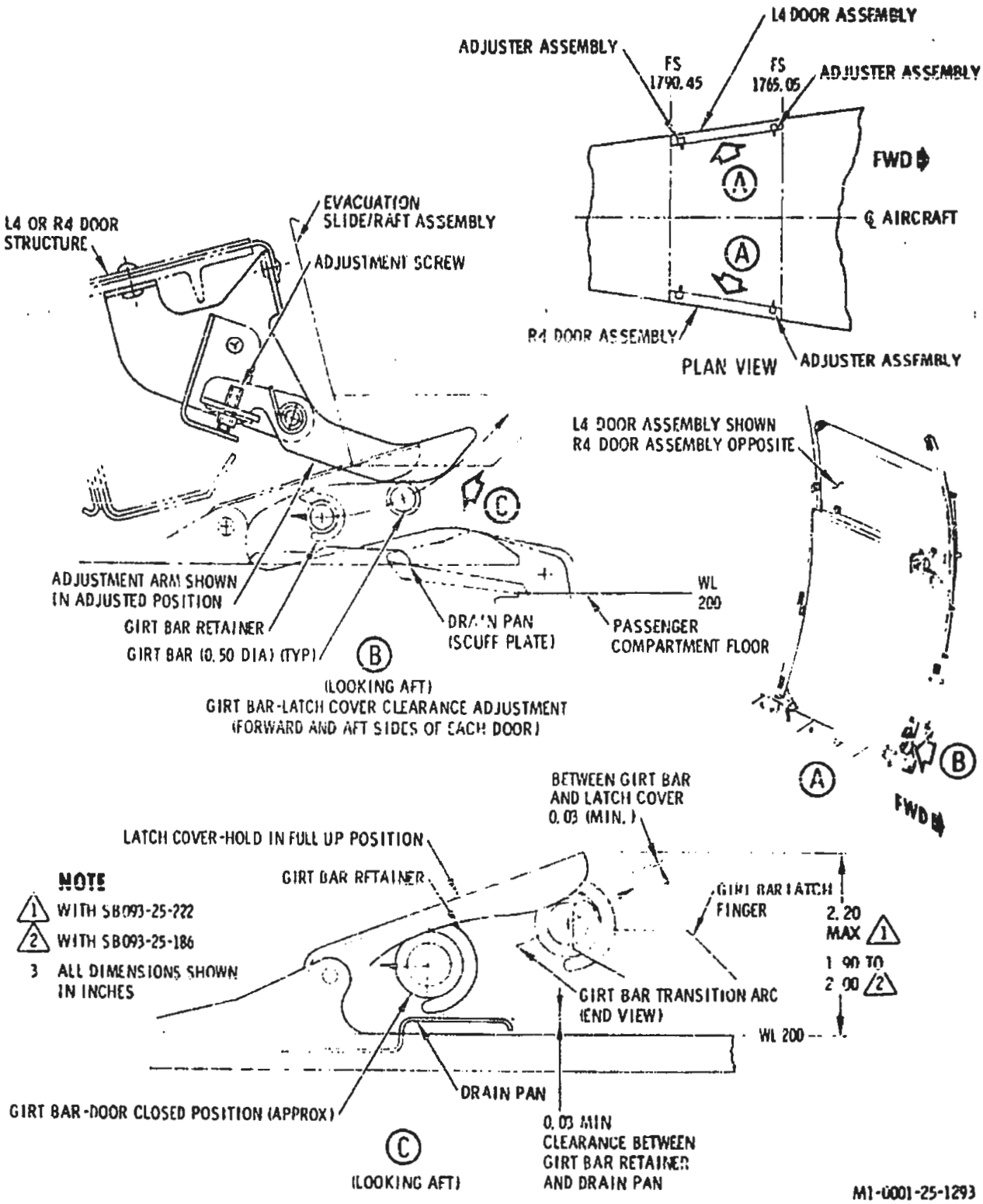



DOOR STRUCTURE
0.03 INCH MINIMUM BETWEEN GIRT BAR AND LATCH COVER, SHOWN IN LATCH ADJUSTED POSITION
ADJUSTMENT NUTS
EVACUATION SLIDE OR SLIDE/RAFT ASSEMBLIES
DRAIN PAN (SCUFF PLATE)
WL 200
0.03 INCH MINIMUM BETWEEN GIRT BAR RETAINER AND DRAIN PAN (SCUFF PLATE)
LATCH ASSEMBLY
GIRT BAR
ADJUSTMENT BRACKET
SERRATED PLATE - 2 REQ/DOOR
GIRT BAR (REF.)
A
VIEW LOOKING FORWARD FOR R1, R2, AND R3 DOORS
DOOR VIEW LOOKING AFT FOR L1, L2 AND L3

M1-0001-25-1294

R
R

Passenger Door Girt Bar Vertical Adjustment
Figure 502



R Left and Right Emergency Exit Door Girt Bar Vertical Adjustment
R Figure 503

EMERGENCY DESCENT DEVICE - MAINTENANCE PRACTICES

1. General

The following procedure provides instructions for inspection, cleaning rewinding, and re-installing the emergency descent device after use. No operational check is required at time intervals; device is limited to 30 usages prior to returning to manufacturer for rework.

2. Equipment and Materials

R Allen Wrench, 3/16-inch, or equivalent

Inspection Seal (3M Type EC1352 "Tamper Proof Sealer"), or equivalent

Naphtha, or equivalent

3. Maintenance Practices

A. Rewinding

(1) Release decent device cable from storage container attachment by removing cotter pin, nut, and bolt (Ref. Fig. 201).

(2) Install 3/16-inch Allen wrench in rewind socket and rotate (clockwise) to rewind descent device stainless steel tape as follows:

(a) Inspect descent device cable for sharp bends or nicks while rewinding.

WARNING: ANY EXTREMELY SHARP NICKS OR TEARS IN THE EDGES OF STAINLESS STEEL TAPE CAN REDUCE ITS BREAKING STRENGTH TO AN UNSAFE LEVEL.

(b) Inspect stainless steel tape for sharp nicks or tears while rewinding.

(c) Wipe descent device cable and stainless steel tape
CR with a clean cloth moistened with NAPHTHA.

CAUTION: AVOID EXCESSIVE REWIND FORCE, AFTER TAPERED CONNECTOR IS COMPLETELY WITHIN THE DESCENT DEVISE HOUSING.

(d) Rewind is complete when tapered connector enters descent device housing and is just out of sight below slot from which descent device cable emerges.

(3) Stow excess descent device cable by stuffing into descent devise housing in following manner:

NOTE: The cable will be emerging from lower end of slot and extending over upper end outside descent devise housing.

(a) Press inward on cable just below upper end of slot while simultaneously looping exposed descent devise cable back over finger (or thumb). This causes a loop to form withing descent devise housing above slot.

(b) Continue pushing exposed descent devise cable into descent devise housing until approximately one foot of cable is exposed.

(c) Install grommet with thick end toward top of descent device (away from handle), so that large mating groove on end of grommet matches upper end of slot in descent devise housing.

(d) Press other end of grommet to make groove mate with lower end of descent devise housing slot.

(e) Press grommet flat with thumb until exposed area is parallel to drum surface to complete installation.

(4) Apply inspection seal using following procedure:

(a) Clean inboard and bottom edges of grommet and adjacent housing surfaces with a cloth moistened with naphtha.

(b) Apply a bead of 3m Type EC1352 "Tamper-Proof Sealer" to adhere to both grommet and descent devise housing surface.

(5) Remove one yellow peel disc from instruction label to indicate number of operational uses remaining before overhaul.

(6) Stow hand grip in following manner:

(a) Apply pressure against ends of handle tubes to telescope them. Grasp telescope handle with one

hand, using thumb to keep handle collapsed while inserting assembly into its retained position between side plates.

(b) Ensure ends of tubes are inserted past detent "bumps" embossed near lower end of case.

B. Installation

(1) Install each device individually into aircraft container and ensure positive retention as follows:

(a) Verify device is rewound in accordance with Paragraph 3A.

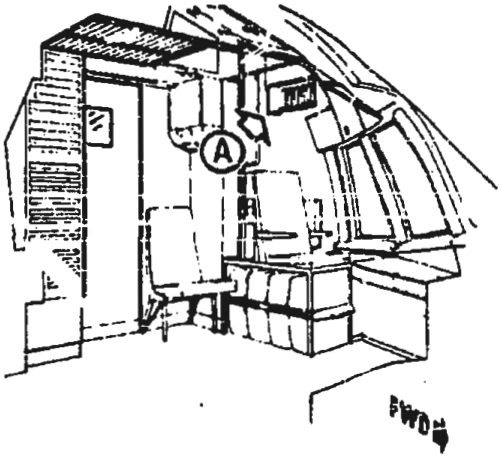
(b) Determine strap loop does not obstruct latching cutout on top of device per "Re-use Instruction" No. 6.

(c) Route cable along tops of descent devices using clips at top of storage container. Avoid tangling of descent devise cables or looping inboard of descent device handles.

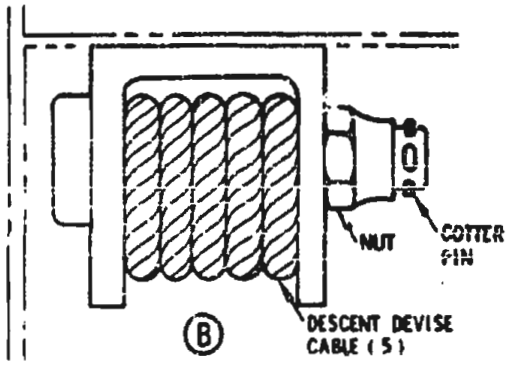
(d) Determine descent devise cable will not obstruct latching cutoff in descent device upon its insertion.

(e) Insert descent device into stowage container groove. Verify latch fully engages latching cutout in descent device for positive retention.

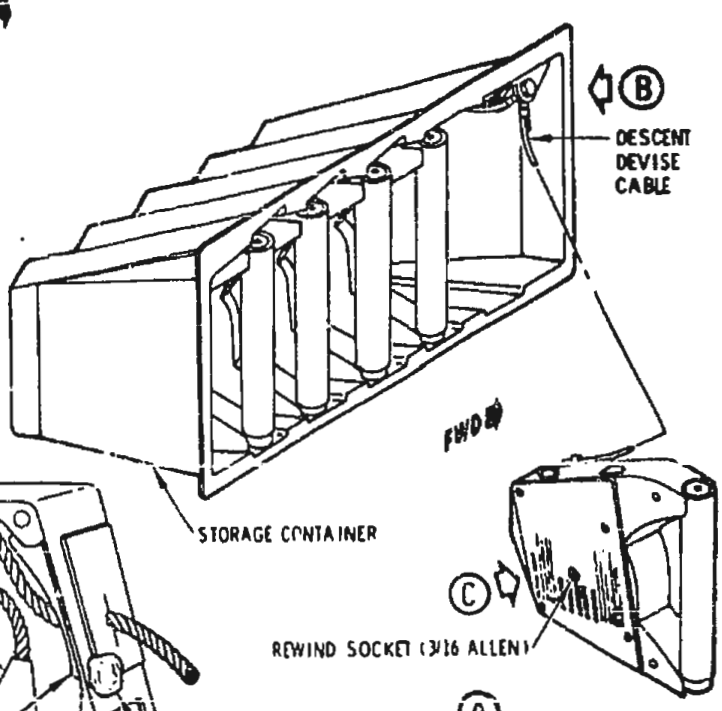
(f) Reconnect descent device cable to storage container.



FLIGHT COMPARTMENT
(LEFT SIDE)



DESCENT DEVISE CABLE ATTACHMENT



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CR
CR

Emergency Descent Device
Figure 201

EFFECTIVITY: ALL

0019

R DOOR OR DOOR SLIDE/RAFT ASSEMBLY - MAINTENANCE PRACTICES

1. General

One door or door slide/raft assembly may be inoperative provided the following requirements are met:

All components on the remaining passenger doors are fully operative.

Affected door is not used for passenger loading or unloading.

NOTE: This deactivation procedure applies ONLY when an aircraft is to be dispatched in accordance with MEL.

2. Referenced Procedure

52-12-00 Passenger Door Acuation System - Maintenance Practices

3. Maintenance Procedure

A. Verify all passenger doors, except inoperative door, are fully operational (Ref. 52-12-00).

B. Tape or rope-off inoperative passenger door and passenger seats in accordance with FAA approved blocked seating layout found in appropriate operator's manual.

C. Placard inoperative door or door slide/raft stating door is inoperative.

D. Cover emergency exit sign/light associated with inoperative exit to obsure exit sign.

E. Inoperative door or door slide raft must be repaired or replaced next available airport where repairs or replacement can be made.

EVACUATION SLIDE/RAFT ASSEMBLY - REMOVAL AND INSTALLATION

1. General

NOTE: Evacuation slide/raft assembly, double channel, is installed at all Type A passenger compartment doors (L/R1 through L/R3); slide/raft single channel, are installed at all Type I emergency exit doors (L/R4).

The removal/installation procedure of an evacuation slide/raft assembly (ES/RA) is similar at all passenger compartment doors and emergency exit service doors.

Evacuation slide/raft assemblies (Type A, double channel for L/R1 through L/R3 passenger compartment doors) are installed in containers. The containers are mounted on the inboard side of each passenger compartment door (Ref. Fig. 401). Evacuation slide/raft assemblies with containers, for installation at L/R1, and L/R2 passenger compartment doors are interchangeable at all locations of these doors. Evacuation slide/raft assemblies with containers, for installation at L/R3 passenger compartment doors, can be installed only at each respective L/R3 door. Evacuation slide/raft assemblies with containers for installation at L/R4 emergency exit doors are interchangeable only at the L/R4 doors.

2. Equipment and Materials

Protective mat

R Wire, Solid Copper Breakaway, 0.0159 inch diameter, Cad Coated
R Yellow, QQ-W-343 Type S, or equivalent

R Wire, Solid Copper Breakaway, 0.025 inch diameter, Cad Coated
R Yellow, QQ-W-343 Type S, or equivalent

3. Removal/Installation

WARNING: SERIOUS INJURY CAN OCCUR IF PASSENGER COMPARTMENT DOOR IS OPERATED WHILE WORK IS BEING PERFORMED. TAG INNER AND OUTER DOOR HANDLES AND SWITCHES. REMOVE TAGS AFTER COMPLETION OF WORK.

A. Removal

(1) Verify passenger compartment door is in full down position.

(2) Position EVACUATION SLIDE selector lever on door control panel to DETACH.

(3) Using door OPEN switch (on Type I doors, use handcrank) raise door far enough to completely disengage girt bar from floor latches.

(4) Place protective mat on floor below container.

(5) Depress (outboard direction) and hold open each flipper door (part of door trim) adjacent to forward and aft upper sides of container.

(6) Reach hand through each flipper door and depress button which is mounted within latch handle.

(7) With button depressed, pull (open) each latch handle in an inboard and upward direction. This unlatches container from upper support pins and lowers it enough to free hooks from lower support pins.

(8) Using door CLOSE switch/handcrank, lower door until slide/raft pack rests on protective mat, removing load from upper latches.

NOTE: Two men are required in this operation. Pack must be held in place while door is being lowered.

(9) Pull top of container inboard sufficiently to disengage lower and upper ends of container from support pins and girt bar floor fittings.

WARNING: THE ES/RA INFLATION CYLINDER IS FULLY ARMED (UNLESS ES/RA WAS PREVIOUSLY DEPLOYED FOR AN EMERGENCY CONDITION). USE EXTREME CARE WHEN HANDLING ES/RA AND CONTAINER TO PREVENT ACCIDENTAL DISCHARGE OF CYLINDER.

DO NOT PULL GIRT BAR OR LIFT ES/RA AND CONTAINER BY ITS GIRT BAR OR INTERNAL CABLES WHEN HANDLING THE ES/RA AND CONTAINER.

WARNING: THE TYPE A ES/RA WEIGHS ABOUT 200 POUNDS. THE TYPE I ES/RA WEIGHS ABOUT 150 POUNDS.

(10) Remove ES/RA from aircraft and stow as required. Use lift to lower to ramp; avoid carrying units up or down stairs, or through cabin.

B. Installation

CAUTION: EVACUATION SLIDE/RAFT ASSEMBLIES FOR L/R 1 AND L/R 2 DOORS ARE INTERCHANGABLE BETWEEN L1, R1, L2, AND R2 DOORS ONLY. EVACUATION SLIDE/RAFT ASSEMBLIES FOR L/R3 DOORS ARE INTERCHANGABLE BETWEEN L3 AND R3 DOORS ONLY.

EVACUATION SLIDE/RAFT ASSEMBLIES FOR L/R4 DOORS ARE INTERCHANGABLE BETWEEN L4 AND R4 DOORS ONLY.

(1) Verify passenger entry door is in full down position.

(2) Position EVACUATION SLIDE selector lever on door control panel to DETACH.

WARNING: THE ES/RA INFLATION CYLINDER IS FULLY ARMED. USE EXTREME CARE WHEN HANDLING THE ES/RA AND CONTAINER, TO PREVENT ACCIDENTAL DISCHARGE OF CYLINDER.

DO NOT PULL THE GIRT BAR OR LIFT ES/RA AND CONTAINER BY ITS GIRT BAR OR INTERNAL CABLES, WHEN HANDLING THE ES/RA AND CONTAINER.

(3) Visually verify yellow identification/instruction flap on girt for correct installation of ES/RA, and container at door location shown on flap (Ref. Fig. 402). Tuck end of flap under spring clip.

(4) Visually check ES/RA cylinder pressure gage for correct pressure (Refer to Table 401).

WARNING: THE PARACHUTE PINS ARE THE PRIMARY LOCKING DEVICE HOLDING THE PACKBOARD AND CONTAINER TOGETHER. IF THEY ARE NOT FULLY INSERTED AND SAFETIED, DOOR
R MOVEMENT MAY RESULT IN THEM SLIPPING OUT OF THE
R CONTAINER PAWLS. SHOULD THIS OCCUR, THE ENTIRE
R PACK WILL FALL OUT OF THE DOOR. THE PINS MUST
R STAY IN PLACE FOR NORMAL DOOR OPERATION, BUT IT IS
R MANDATORY THAT THEY PULL FREELY UPON SLIDE
R DEPLOYMENT. THEY MUST NOT BE BENT OR DAMAGED.

(5) Visually verify security of breakaway copper wire ties and parachute pins on ES/RA (Ref. Detail C and E, Fig. 401 and 403):

R (a) If pins are not fully inserted through pawls or
R are extracted, reinsert pins and install 0.0159 diameter copper breakaway wire (Ref. Detail C and E, Figure 401 and 403).

(b) Check security of soft cover release cables. Pins down on each side of packboard must be fully

inserted. If any pins are pulled, pack is probably partially deployed and must be checked in shop.

(c) Verify 0.025 diameter copper breakaway wire is installed on girt bar retainers (2 places). If wire is not intact, verify girt bar is engaged on both girt bar retainers.

R R NOTE: Girt bar retainers are spring-loaded and may be pulled down to engage bar.

C C (d) Check the detent ball in the girt bar retainer fittings as follows:

C C 1) Using a punch or blunt rod, push on ball with sufficient force to depress ball.

C C CAUTION: DO NOT ALLOW GIRT BAR TO SLIDE OUT OF RETAINER FITTING.

C C 2) Remove force; ball must return to original position.

C C 3) Depress ball again and lube with LPS-1 (50-0964).

C C 4) If ball cannot be moved or freed up, pack is unserviceable.

CAUTION: USE CARE WHEN HANDLING OR INSTALLING AN ES/RA AND CONTAINER ON DOOR TO PREVENT DAMAGE TO DOOR AND CONTAINER TRIM.

(6) Position ES/RA and container on clean protective mat on aircraft floor with decorative side facing downward, and girt bar adjacent to door (outboard).

(7) Rotate top (inboard end) of ES/RA up towards door. With button depressed, pull latch handles upward (and inboard) to open position.

(8) Position locking handle scissors over upper support pins and using door OPEN switch, raise door until pack is suspended with girt bar slightly above floor latches. On Type I doors, use handcrank.

(9) Push bottom pack outboard to line up lower pack hooks (Mid-body hooks, for Type I passenger compartment doors) with lower door support pins.

CAUTION: ATTEMPTING TO RAISE HEAVY PACK INTO LOCKED POSITION BY ROTATING LATCH LEVER ONLY CAN DAMAGE LATCH ASSEMBLY.

(10) Push down on handles, and outboard and upward on lower end of pack to raise pack into installed position. Visually verify lower hooks are properly engaged on support pins.

NOTE: The adjusting arm (Ref. Fig. 404) must be positioned on top of the girt bar.

(11) After container is in fully installed position, close latch handles completely and assure that lock button protrudes through each handle.

(12) Verify EVACUATION SLIDE selector lever on door control panel is in DETACH position.

(13) Using passenger compartment door OPEN switch, raise door to convenient level to see lower support pins on passenger compartment door and verify lower support hooks/mid-body hooks on ES/RA are properly engaged.

R (14) With passenger compartment door raised to level where bottom of pack can be seen, verify 0.025 inch diameter copper breakaway wire is installed at forward and aft girt bar retainers (Fig. 401 and 403).

(15) If breakaway wire is not installed on retainer hooks (Figure 401 and 403), and girt bar is out of one or both hooks, remove pack from passenger compartment door and inspect to ensure primary release pins are still properly installed in pawls. If either pin is out, pack must be returned to shop to check for partial deployment.

R (16) If primary release parachute is still properly inserted
R in pawls and copper breakaway wire is still installed
R on parachute pin, reinstall girt bar in retainer hooks
R and install 0.025 inch diameter copper breakaway wire
R between girt bar and retainer hooks (Ref. Fig. 401, 403). Reinstall pack on passenger compartment door.

NOTE: Hooks are spring-loaded and must be pulled down to engage girt bar.

(17) Operate passenger compartment door to the full up and down positions, and check ES/RA and container for binding or interference.

(18) Install removed ES/RA into shipping container from which replacement unit was removed. Do not ship ES/RA without protection of container.

C NOTE: If slide/raft has been partially deployed (out
C of cover) but not inflated, disarm cylinder
C prior to placing in shipping container as
C follows:

C (a) Remove tape from aspirator "Y" hose connection at
C valve.

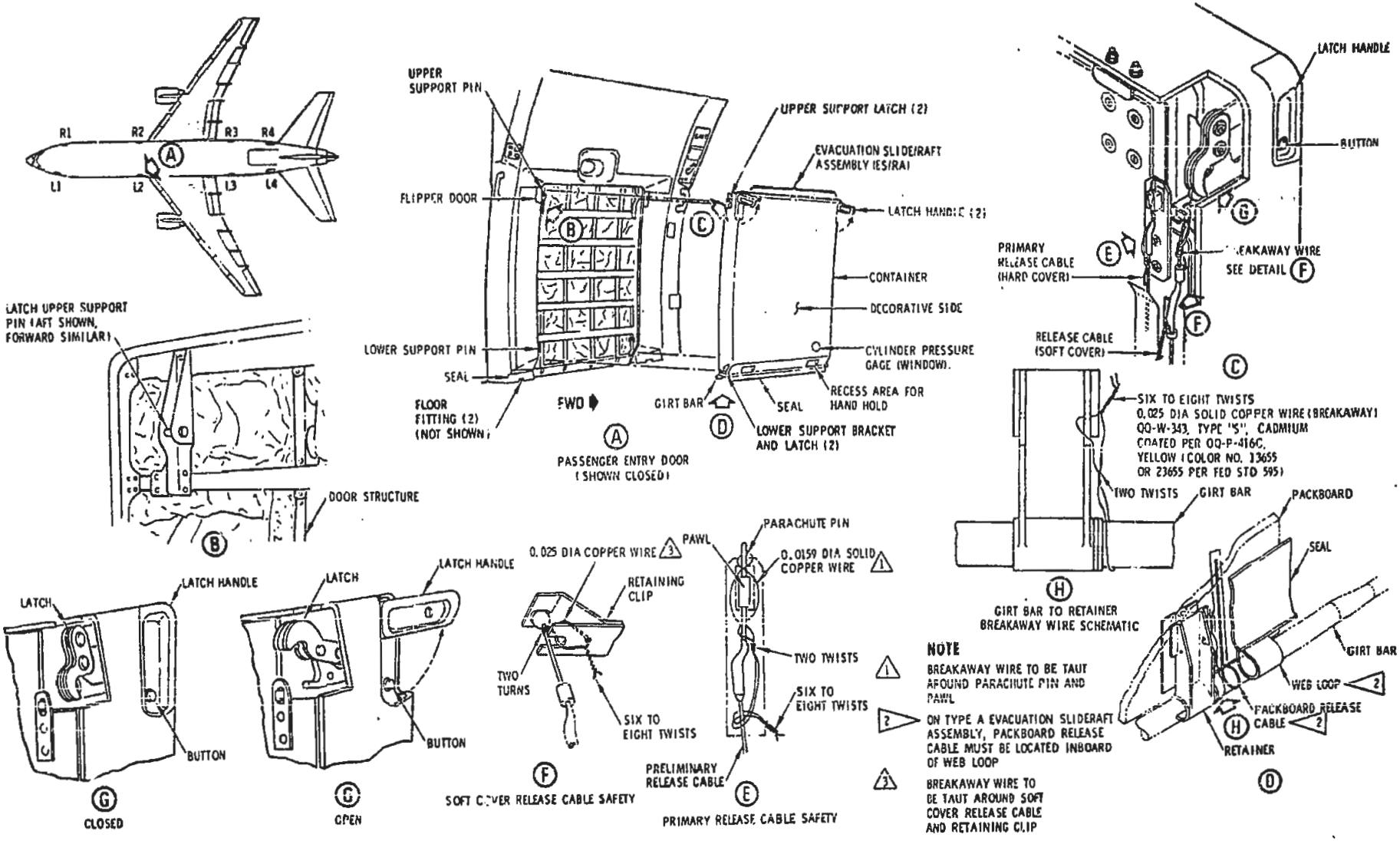
C (b) Remove "Y" hose connection "B" nut from valve and
C install plug in valve outlet.

C (c) Disconnect valve firing cable from pull handle at
C existing disconnect and tape cable to bottle.

Evacuation Slide/Raft Inflation Cylinder Minimum Dispatch Pressure
Table 401

CYLINDER TEMPERATURE (°F)	PRESSURE (PSIG)
160	3625
125	3325
100	3125
70	2850
32	2525
0	2225
-20	2075
-40	1900

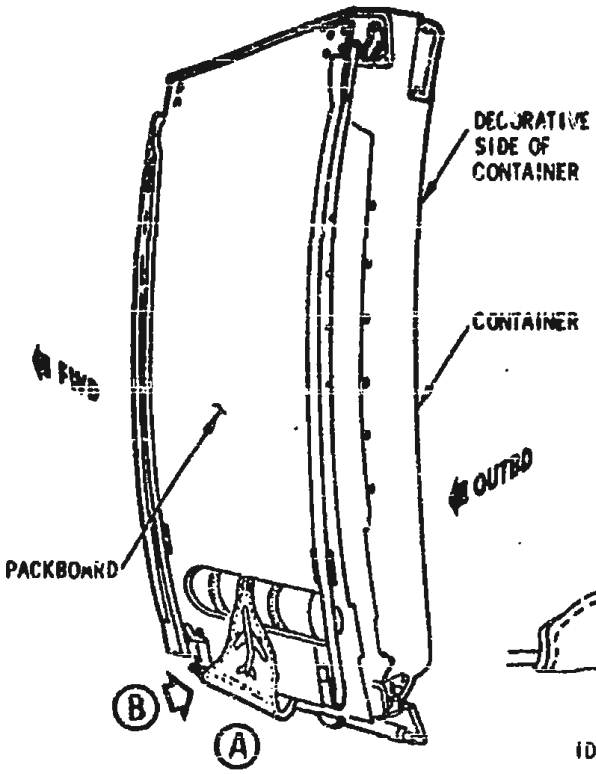
CR NOTE: Pressure gages may or may not
CR have red and/or green bands;
CR however, red and/or green
CR bands are not required since
CR the pressure/temperature chart
CR must be used in either case.



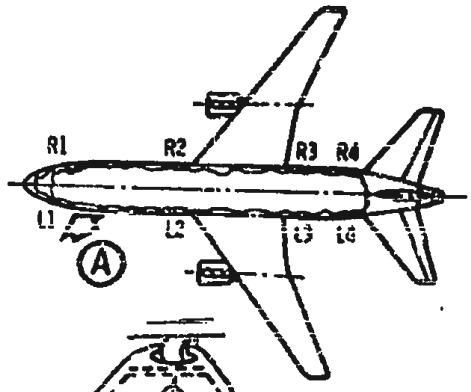
CR Evacuation Slide/Raft, Type A (Double Channel)
CR Removal and Installation
CR Figure 401

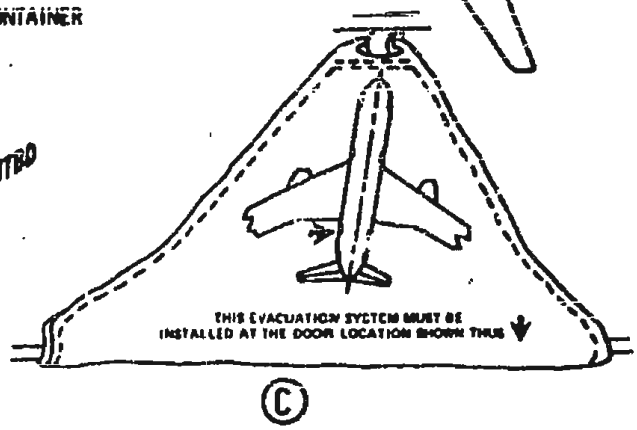
EFFECTIVITY: 001, 002, C18-036

001B

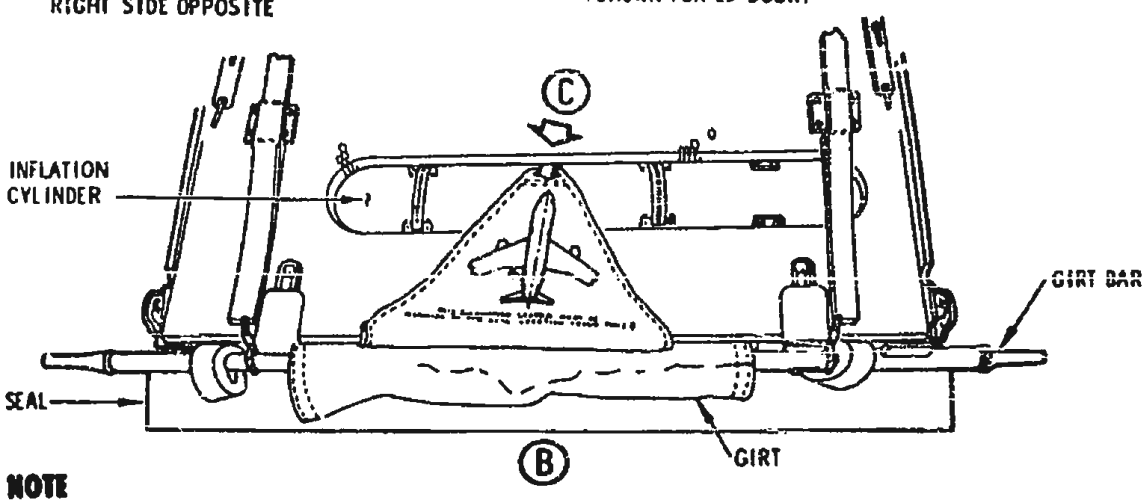


EVACUATION SYSTEM
LEFT SIDE SHOWN,
RIGHT SIDE OPPOSITE





IDENTIFICATION AND INSTRUCTION FLAP
(ARROW INDICATES THE DOOR FOR
INSTALLING EVACUATION SYSTEM)
(SHOWN FOR L3 DOOR)



NOTE

THIS FIGURE IS TYPICAL FOR L/R1 THROUGH L/R4 DOORS. EVACUATION SYSTEMS FOR L/R1 THROUGH 2 (LEFT AND RIGHT) DOORS ARE INTERCHANGEABLE ONLY WITH EACH OTHER. EVACUATION SYSTEM FOR L3 (LEFT) DOOR CAN ONLY BE INSTALLED AT THE L3 (LEFT) DOOR. EVACUATION SYSTEM FOR R3 (RIGHT) DOOR CAN ONLY BE INSTALLED AT THE R3 (RIGHT) DOOR. EVACUATION SYSTEM FOR L4 AND R4 DOORS ARE INTERCHANGEABLE BETWEEN L4 AND R4 DOORS ONLY

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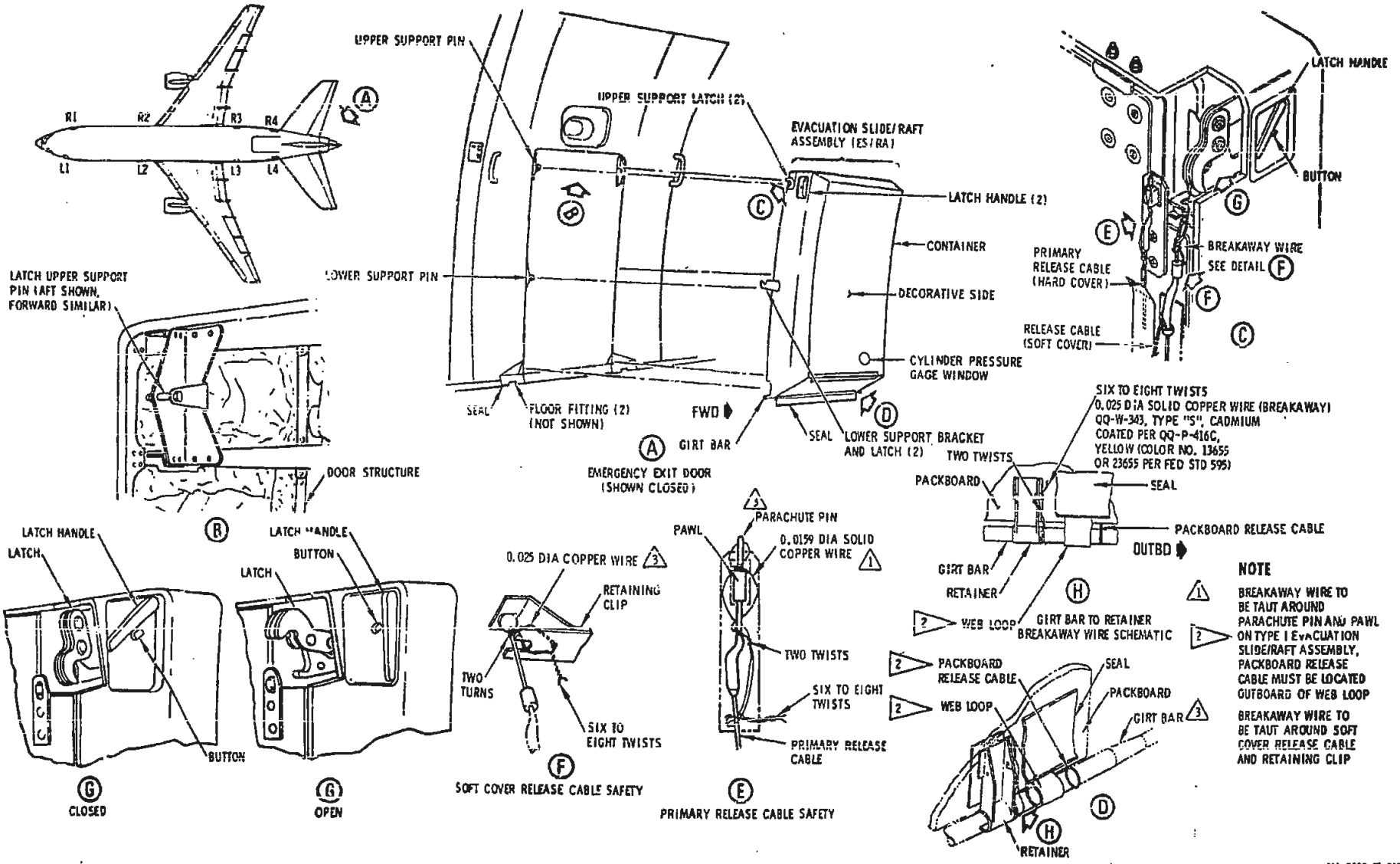
Evacuation System Identification/Instruction Flap
Figure 402



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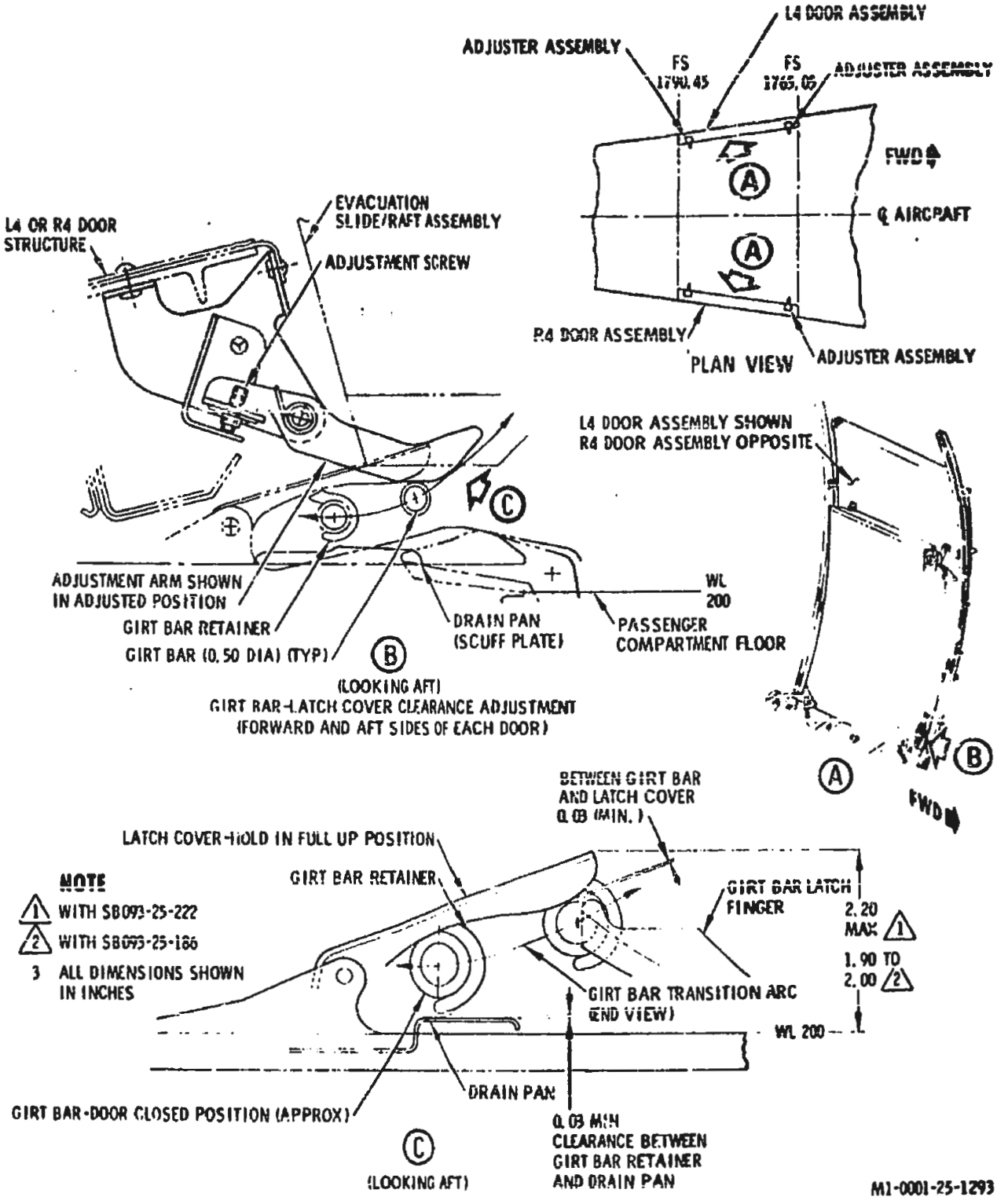
CR Evacuation Slide/Raft, Type I (Single Channel)
CR Removal and Installation
CR Figure 403

EFFECTIVITY: 001, 002, 018-036

001B



Left and Right Emergency Exit Door Girt Bar Vertical Adjustment
Figure 404

EVACUATION SLIDE/RAFT - ADJUSTMENT AND TEST

1. General

This procedure applies to all Type A passenger compartment doors and all Type I emergency exit doors (2 places) in zones 220 through 270.

2. Equipment and Materials

Protective mat (canvas/tarp) approximately 10 by 10 feet

1/2-inch diameter Manila rope, or equivalent

3. Referenced Procedure

25-61-10 Evacuation Slide/Raft Assembly - Removal and Installation

25-61-22 Deflation of Evacuation Slide/Raft - Maintenance Practices

4. Adjustment/Test

A. Operational Test

WARNING: CHECK AND CLEAR AREA OUTSIDE AND BELOW RESPECTIVE PASSENGER COMPARTMENT DOOR FOR SLIDE BEING DEPLOYED IN THIS TEST. PROVIDE PROTECTIVE MAT TO COVER GROUND AT POINT OF IMPACT (APPROXIMATELY 20 FEET OUTBOARD FROM A POINT DIRECTLY BELOW PASSENGER COMPARTMENT DOOR SILL).

NOTE: Passenger compartment door must be in full down position before beginning this test.

(1) Position selector lever on door control panel to ENGAGE.

(2) PULL EVACUATION SLIDE emergency door (mechanical) handle on door control panel. Passenger compartment door will operate upward and evacuation slide/raft assembly will be deployed from container outboard through door opening. The slide/raft assembly will inflate automatically.

CAUTION: EVACUATION SLIDE/RAFT ASSEMBLY MUST NOT BE ALLOWED TO DROP TO THE GROUND AS THIS WILL DAMAGE THE PACKBOARD AND THE INFLATION VALVE AND BOTTLE.

(3) Secure evacuation slide/raft assembly with a line tied at quarter-tie loop, at girt assembly, to lower inflated assembly to ground.

CAUTION: THE TYPE A EVACUATION SLIDE/RAFT ASSEMBLY WEIGHS APPROXIMATELY 200 POUNDS. THE TYPE I EVACUATION SLIDE/RAFT ASSEMBLY WEIGHTS APPROXIMATELY 150 POUNDS. LOAD CONCENTRATION WILL OCCUR ON THE LINE AFTER PULLING THE GIRT RELEASE HANDLE.

(4) Lift girt flap, secured by hook and pile fastener, and separate girt assembly from girt extension by pulling girt release handle.

(5) Carefully lower evacuation slide/raft assembly to ground and deflate (Ref. 25-61-22).

(6) Position selector lever on door control panel to DETACH.

NOTE: Lights are installed on the evacuation slide/raft assembly (only on the outboard or lower end which contacts the ground when the assembly is activated). These lights are battery operated and illuminate surrounding ground level area at the end of evacuation slide/raft assembly.

(7) Verify lights on end of evacuation slide/raft assembly are all operating, then turn off lights by inserting plastic pin (on lanyard) fully into switch hole in end of battery pack. Verify lights are off.

(8) If evacuation slide/raft assembly is equipped with an Emergency Locator Transmitter (ELT), deactivate transmitter by inserting brass pin (on lanyard) fully in switch hold in battery pack.

(9) Remove evacuation slide/raft assembly girt bar from passenger compartment latch floor fittings, and remove deployed evacuation slide/raft assembly from aircraft.

(10) Return slide/raft assembly to shop for folding and repacking.

(11) Install an airworthy evacuation slide/raft assembly in door container (Ref. 25-61-10).

EMERGENCY EGRESS TABLE - REMOVAL AND INSTALLATION

1. General

The emergency egress table is located on the galley side of the galley service door, zone 132 (Ref. Fig. 401).

2. Removal/Installation

A. Removal

R (1) Support table assembly.

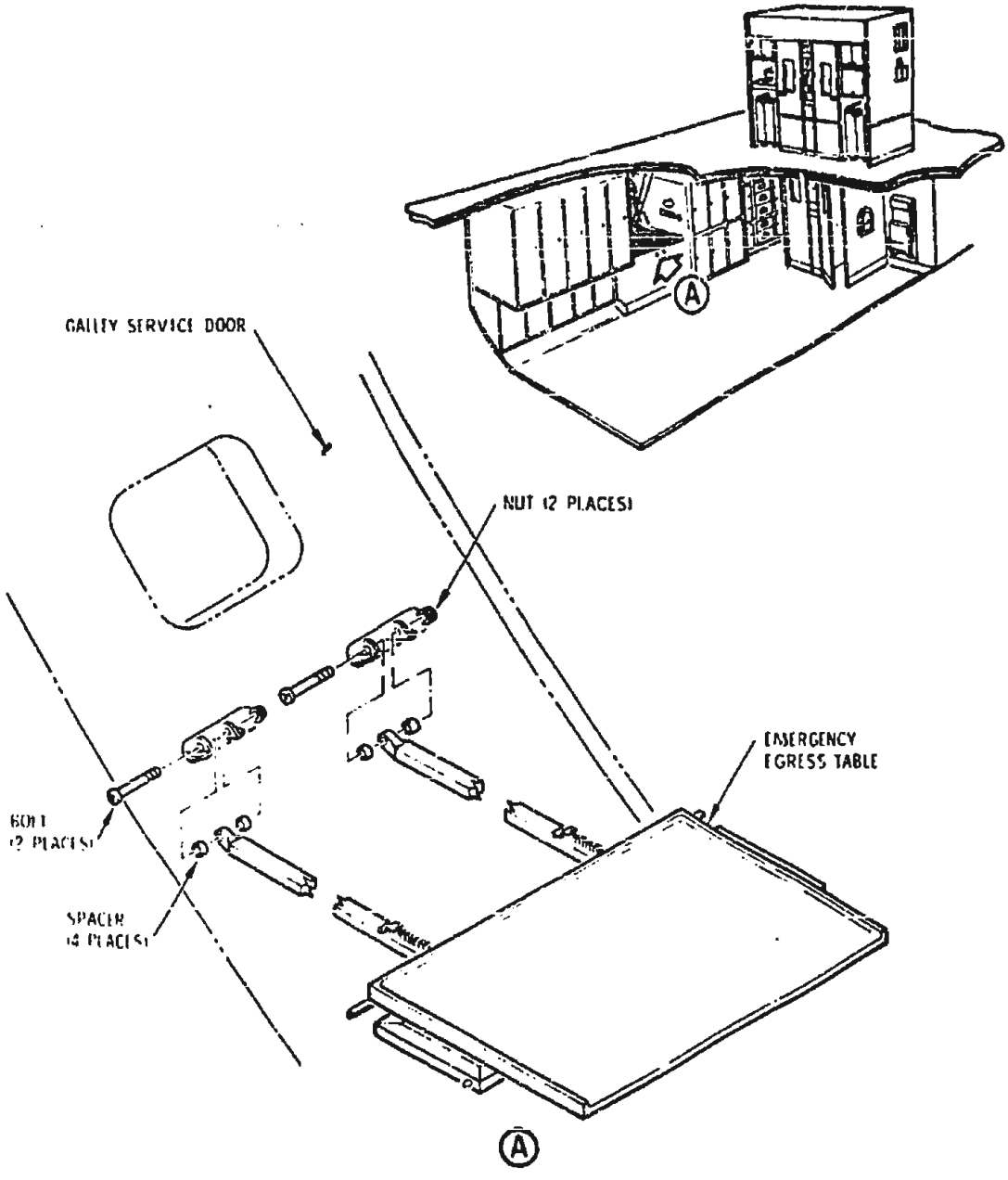
(2) Remove table-to-door attachment nuts, bolts, and spacers.

(3) Remove table assembly.

B. Installation

(1) Align table attachment holes with holes on door support.

(2) Install table-to-door attachment nuts, bolts, and spacers.



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Emergency Egress Table - Removal and Installation
Figure 401

GIRT BAR ARMING SYSTEM PUSH-PULL ROD - REMOVAL AND INSTALLATION

1. General

Each girt bar arming system for the passenger compartment doors has a push-pull cable connected to the door control panel and a push-pull rod connected to the lower end of the cable. The push-pull rod lower end is attached to the torque arm on the torque tube located below the passenger compartment floor and inboard of each door. The push-pull rod is located behind the passenger door trim (liner) at floor level immediately forward of the door. Accessibility to the torque arm and push pull-rod installation for each passenger compartment door will vary (Ref. Fig. 401). The removal and installation procedure is identical for the push-pull rod at each passenger door (Ref. Fig. 402).

R 2. Equipment and Materials

R Cotter pin MS24665-153

R 3. Referenced Procedures

	6-50-00	Interior Access Door and Removable Panels - Description and Operation
	21-51-54	Cold Air Plenum - Removal and Installation
	25-21-01	Forward and Aft Attendant Seats - Removal and Installation
	25-21-02	Mid Attendant Seats - Removal and Installation
	25-21-04	Passenger Compartment Seats - Removal and Installation
	25-23-03	Overhead Coat Stowage Module - Removal and Installation
	25-25-05	Carpet Section - Removal and Installation
	25-26-10	Sidewall Trim Panels - Removal and Installation
	25-51-06	Cargo Compartment Liner Panels - Removal and Installation
R	25-61-06	Girt Bar Arming System - Adjustment and Test
	38-12-01	Potable Water Tank - Removal and Installation

53-22-10 Passenger Compartment Floor Panels - Removal and Installation

R 4. Removal/Installation

A. Removal

WARNING: WORKING PLATFORM MUST BE PROVIDED OUTSIDE PASSENGER COMPARTMENT DOOR OPENING WHILE WORK IS BEING PERFORMED.

NOTE: Passenger compartment door must be in full up position before commencing work.

(1) Place selector lever on passenger compartment door control panel in DETACH position and open passenger compartment door.

(2) Remove assist handle, door control panel, and electrical outlet trim cover from passenger compartment door liner.

(3) Remove sidewall trim strip by inserting blunt-ended screwdriver between trim strip and door liner at base of installation. Slide screwdriver upward carefully
R separating strip from sidewall trim and door liner (Ref. 25-26-10).

(4) Remove screws attaching passenger door liner from structure and remove door liner.

R (5) Remove carpeting (25-25-05) in area directly opposite
R passenger door opening to gain access to floor panel
R (Ref. 6-50-00).

(6) Remove applicable passenger compartment floor panel (Ref. Fig. 401 and 53-22-10) or cargo compartment liner panel (Ref. Fig. 401 and 25-51-06) to gain access to each passenger or emergency exit door girt bar arming system push-pull rod. Remove air duct (avionics exhaust) above cold air plenum (Ref. 21-51-54) in addition to removal of floor panels when gaining access to R1 passenger door girt bar arming system.

NOTE: If additional access is required, remove mid attendant seat floor panel to facilitate removal of girt bar push-pull rod (Ref. 25-21-02).

(7) Place selector lever at passenger door control panel to
R ENGAGE position to relax spring in latch fitting assembly.

R (8) Remove cotter pin and clevis pin linking rod to end of cable assembly above floor level.

(9) Remove cotter pin and clevis pin linking rod to torque arm.

NOTE: Hold push-pull rod while removing clevis pin to prevent rod from dropping into inaccessible area.

(10) Remove push-pull rod from aircraft.

B. Installation

NOTE: Verify correct push-pull rod Part No. before installing rod.

R (1) Position push-pull rod with clevis end up and carefully insert into grommetted hole on structure.

(2) Install clevis pin and cotter pin linking rod to torque arm.

(3) Install clevis pin and cotter pin linking rod to cable end.

R (4) Verify operation of girt bar arming system. Check girt bar latches for proper gap (0.25 inch max) (Ref. 25-61-06, Figure 501).

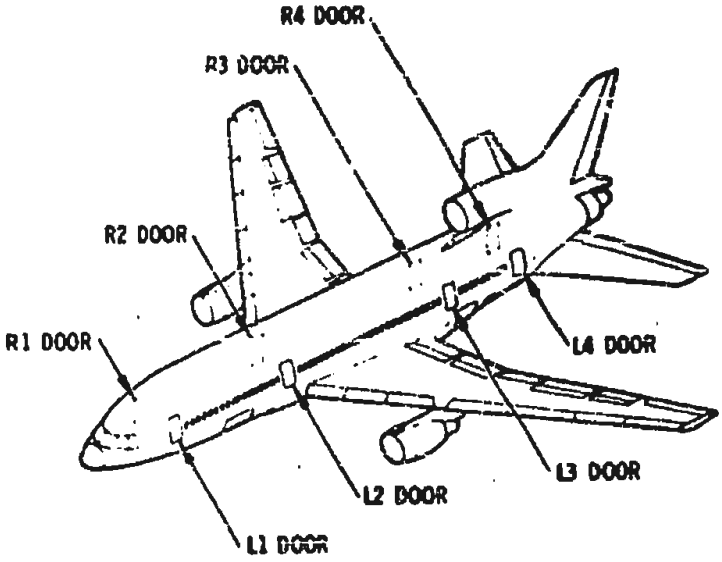
(5) Replace passenger compartment floor panel, cargo compartment liner panel, air duct above cold air plenum, or forward right attendant seat removed in Step 3A(6).

(6) Reinstall carpet removed in Step 3A(5).

(7) Reinstall door liner removed in Step 3A(3 and 4).

(8) Reinstall assist handle, door control panel, and electrical outlet trim cover to passenger compartment door liner.

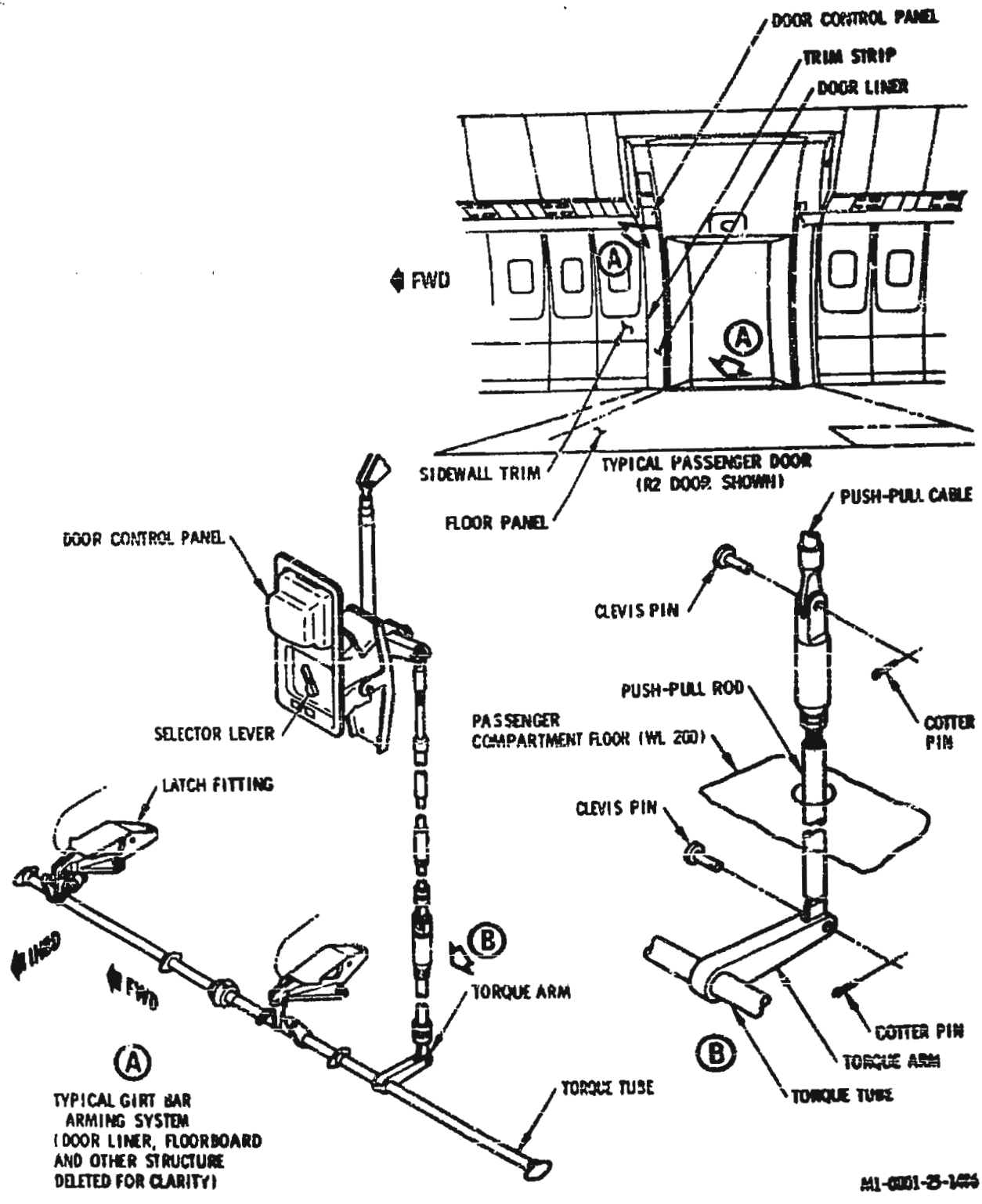
(9) Verify that selector lever in the door control panel is in ENGAGE position to close door.



PASSENGER DOOR	ACCESS AREA	PANEL IDENTIFICATION
(FS 281)	FORWARD ELECTRONIC SERVICE CENTER (AFT LEFT SIDE) (REF. 25-53-00)	NONE
(FS 349)	PASSENGER COMPARTMENT FLOOR (RIGHT SIDE BETWEEN FS 315 AND 369)	224 GB 224 PB 224 FB (REF. 6-50-00)
(FS 855)	PASSENGER COMPARTMENT FLOOR (LEFT SIDE BETWEEN FS 846 AND 860)	241 RB (REF. 6-50-00)
(FS 855)	GALLEY DOOR INTERIOR AREA (FS 829)	132 BR (REF. 6-50-00)
(FS 1490)	CENTER CARGO COMPARTMENT (LEFT SIDE)	153 FL (REF. 6-50-00)
(FS 1490)	CENTER CARGO COMPARTMENT (RIGHT SIDE)	152 ER (REF. 6-50-00)
(FS 1750)	AFT CARGO COMPARTMENT (LEFT SIDE)	163 CL (REF. 6-50-00)
(FS 1750)	AFT CARGO COMPARTMENT (RIGHT SIDE)	162 BR (REF. 6-50-00)

MI-0000-25-1936

R Passenger Door Versus Accessibility to Girt Bar Arming System,
R Push-Pull Rod - Removal and Installation
R Figure 401



R Girt Bar Arming System Push-Pull Rod - Removal and Installation
R Figure 402

R EFFECTIVITY: ALL
R
0018

R DOOR EMERGENCY CONTROL HANDLE BOOT - REMOVAL AND INSTALLATION

R 1. General

R One emergency control handle boot is installed at each door
R emergency control handle. All door emergency control handle
R boots are removed and installed identically.

R 2. Removal and Installation

R A. Removal

R (1) Remove clear plastic cover from door emergency control
R handle (Ref. Fig. 401).

R (2) Push edges of boot inward so that retaining groove in
R boot will clear pan assembly.

R (3) Remove by sliding boot over door emergency control
R handle.

R B. Installation

R (1) Slide boot over door emergency control handle.

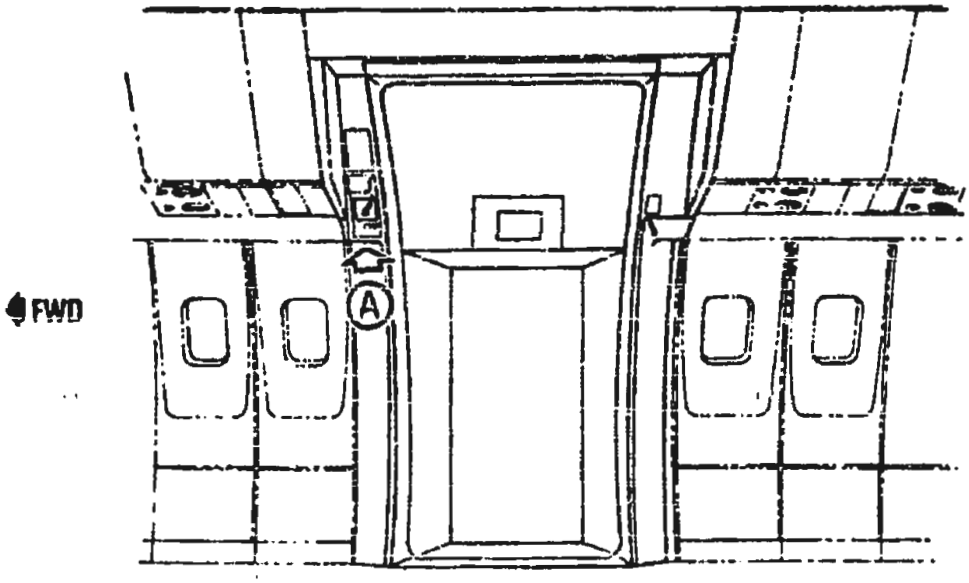
R CAUTION: VERIFY BOOT IS POSITIONED CORRECTLY BEFORE FITTING
R IN PLACE ON PAN ASSEMBLY.

R (2) On aircraft 001-006,
R position boot so that opening in boot for door
R emergency control handle is protruding upward (Ref.
R Fig. 401).

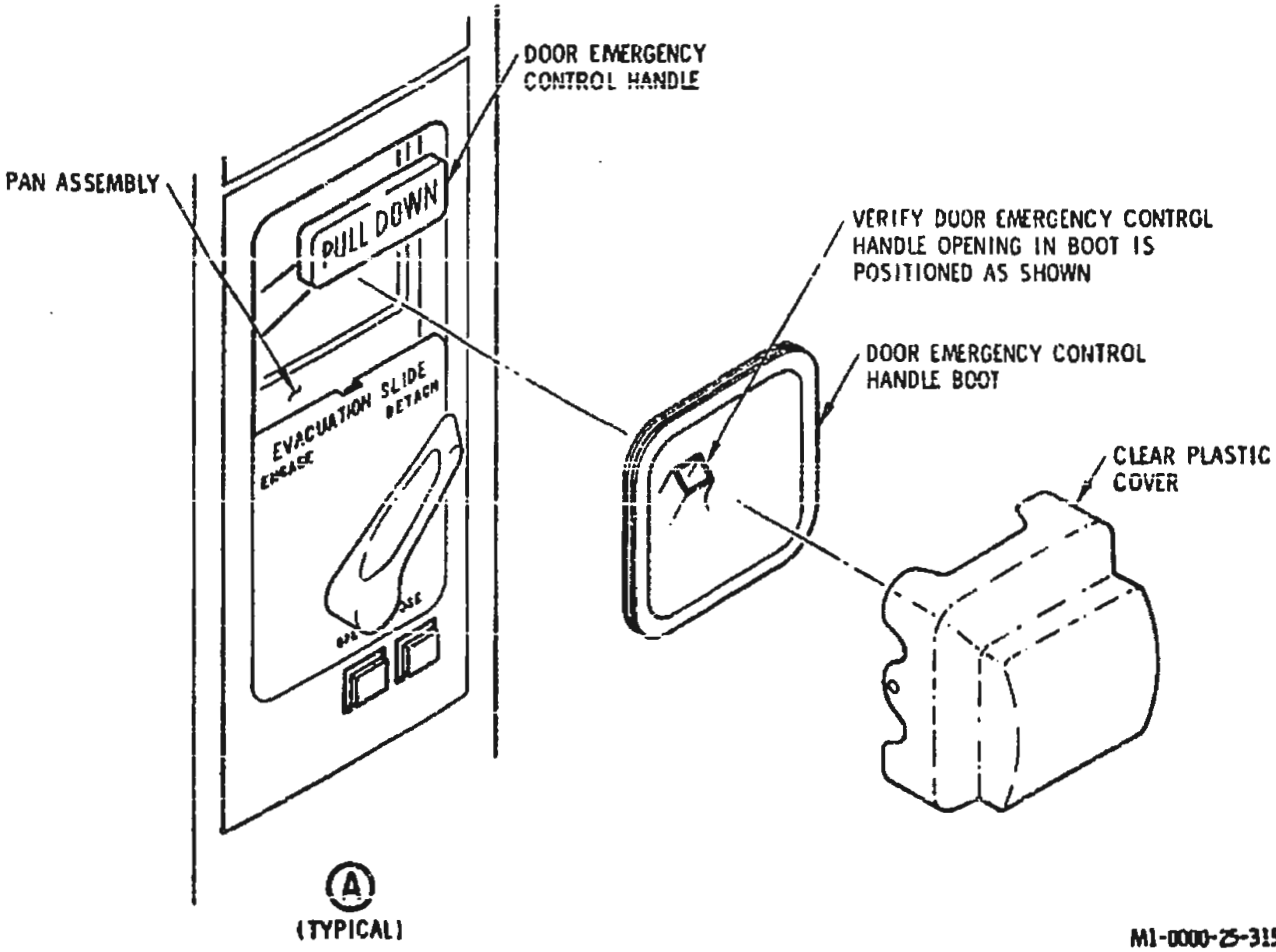
R (2) On aircraft 007-999,
R position boot so that slot in boot for door emergency
R control handle is on bottom (Ref. Fig. 401).

R (3) Fit retaining groove on boot over opening in pan
R assembly. Verify retaining groove on boot is fully
R engaged with pan assembly on all sides.

R (4) Install clear plastic cover over door emergency control
R handle.



PASSENGER COMPARTMENT DOOR
(RIGHT SIDE SHOWN, LEFT SIDE OPPOSITE)



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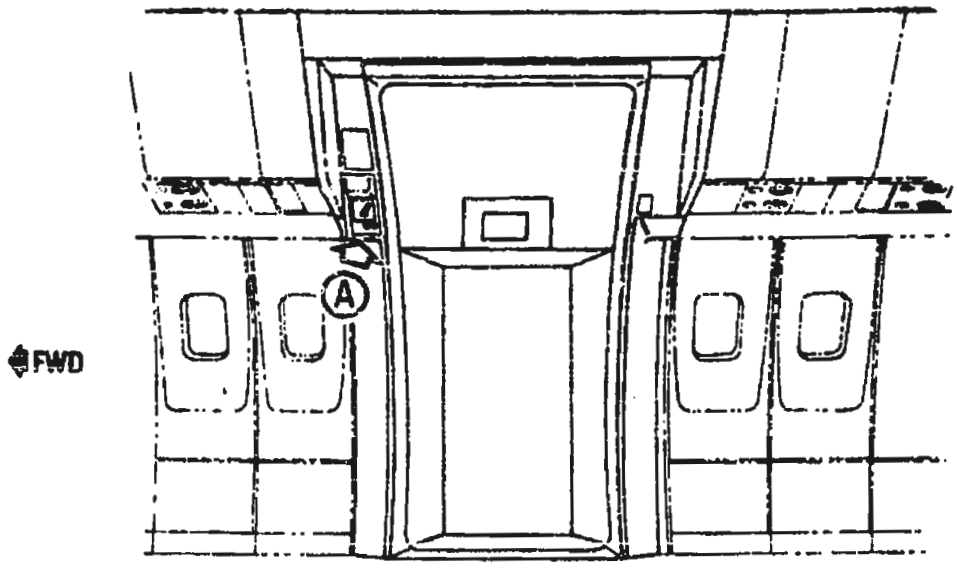
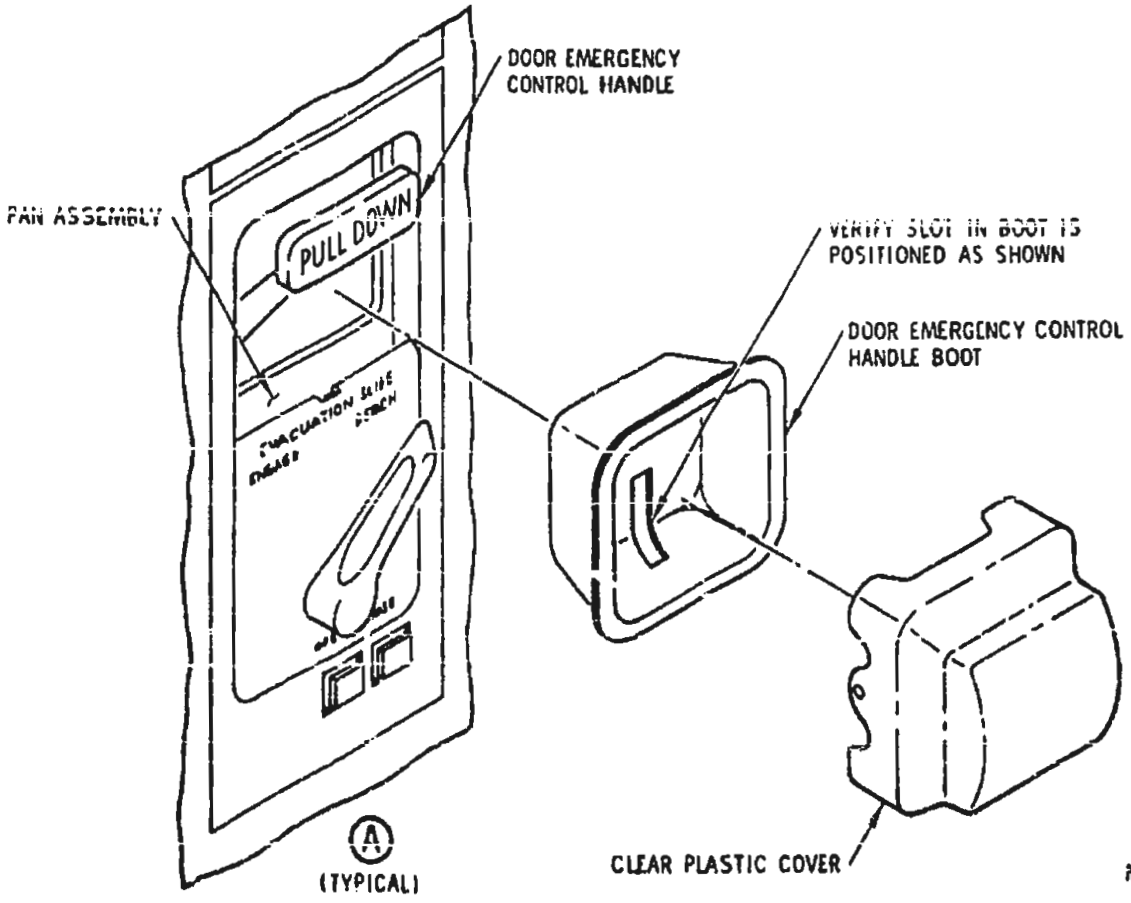
R Door Emergency Control Handle Boot
R Removal and Installation
R Figure 401



PASSENGER COMPARTMENT DOOR
(RIGHT SIDE SHOWN, LEFT SIDE OPPOSITE)



R Door Emergency Control Handle Boot
R Removal and Installation
R Figure 401

TORQUE TUBE ASSEMBLY - REMOVAL AND INSTALLATION

1. General

Each girt bar arming system in the passenger entry doors (Type A) and emergency exit doors (Type I) consists of a torque tube assembly which synchronizes the actuation of the latching mechanism in the latch floor fitting assembly. The torque tube assembly is identical for single and double channel slides and or slide raft (Ref. Fig. 401).

2. Referenced Procedures

6-50-00	Interior Access Door and Removable Panels - Description and Operation
25-25-05	Carpet Section - Removal and Installation
25-61-06	Girt Bar Arming System - Adjustment and Check

3. Removal/Installation

A. Removal

WARNING: WORKING PLATFORM MUST BE PROVIDED OUTSIDE DOOR OPENING WHILE WORK IS BEING PERFORMED.

NOTE: Passenger compartment door must be in full up position before commencing work.

(1) Place selector lever on door control panel in DETACH position and open door.

R (2) Remove carpeting adjacent to door opening to gain access to plug and access panels.

(3) Remove plug and access panels (Ref. 6-50-00) where applicable:

DOOR	ACCESS/PLUG PANEL
L1 R1	224 QB, 223 AB, 223 RB 224 PB, 224 FB, 224 QB,
L2 R2	241 RB, 241 MB, 241 QB 242 SB, 242 QB, 242 TB,

DOOR	ACCESS/PLUG PANEL
L3	261 UB1, 261 UB, 261 UB-2
R3	262 SB, 262 QB, 262 TB
L4	271 BL, 271 TB, 271 CL
R4	272 MR, 272 GB, 272 NR

(4) Remove spring bolt from coupling assembly.

(5) Remove collar bolt from coupling assembly.

(6) Slide each half of coupling assembly in opposite direction to facilitate removal of torque tube.

(7) Remove bolts from forward and aft latch crank assembly.

(8) Remove bolts from support bearings.

(9) Remove bolts from torque arm.

(10) Remove blind rivet washers from torque tube at each support bearing location.

(11) With coupling assembly pushed back along torque tube, gradually pull torque tube at an angle to to free tube from structure installation hole.

NOTE: Care should be taken to prevent support bearings, latch crank, coupling assembly from sliding off the torque tube while pulling the torque tube from the structure.

B. Installation

R (1) Drill two holes (0.193 to 0.199 inch) in line in torque tube for installing coupling assembly.

(2) Install torque tube into structure as removed in Step 3A(11) with torque arm, latch crank, support bearings and coupling assembly in their proper position (Ref. Fig. 401).

NOTE: Do not drill holes in torque tube for latch crank and torque arms at this time.

(3) Center three (3) spring bolts of assembly in their slots and tighten bolts to a torque of 25-30 inch-pounds.

R (4) Drill two holes for blind rivets (0.128 to 0.132 inch)
R and install two (2) blind rivets and washers in torque tube as removed in Step 3A(10). See Figure 401 for installation dimensions.

R (5) Drill (2) two holes (0.193 to 0.199 inch) in line for aft latch crank. Install aft latch crank to torque tube with bolt.

(6) Rotate torque tube, so aft latch is in closed (detached) position. Manually close forward latch fitting and drill two (2) holes in-line in torque tube to install forward latch crank. Pin on latch crank must engage latch lever. Install crank to tube with bolt.

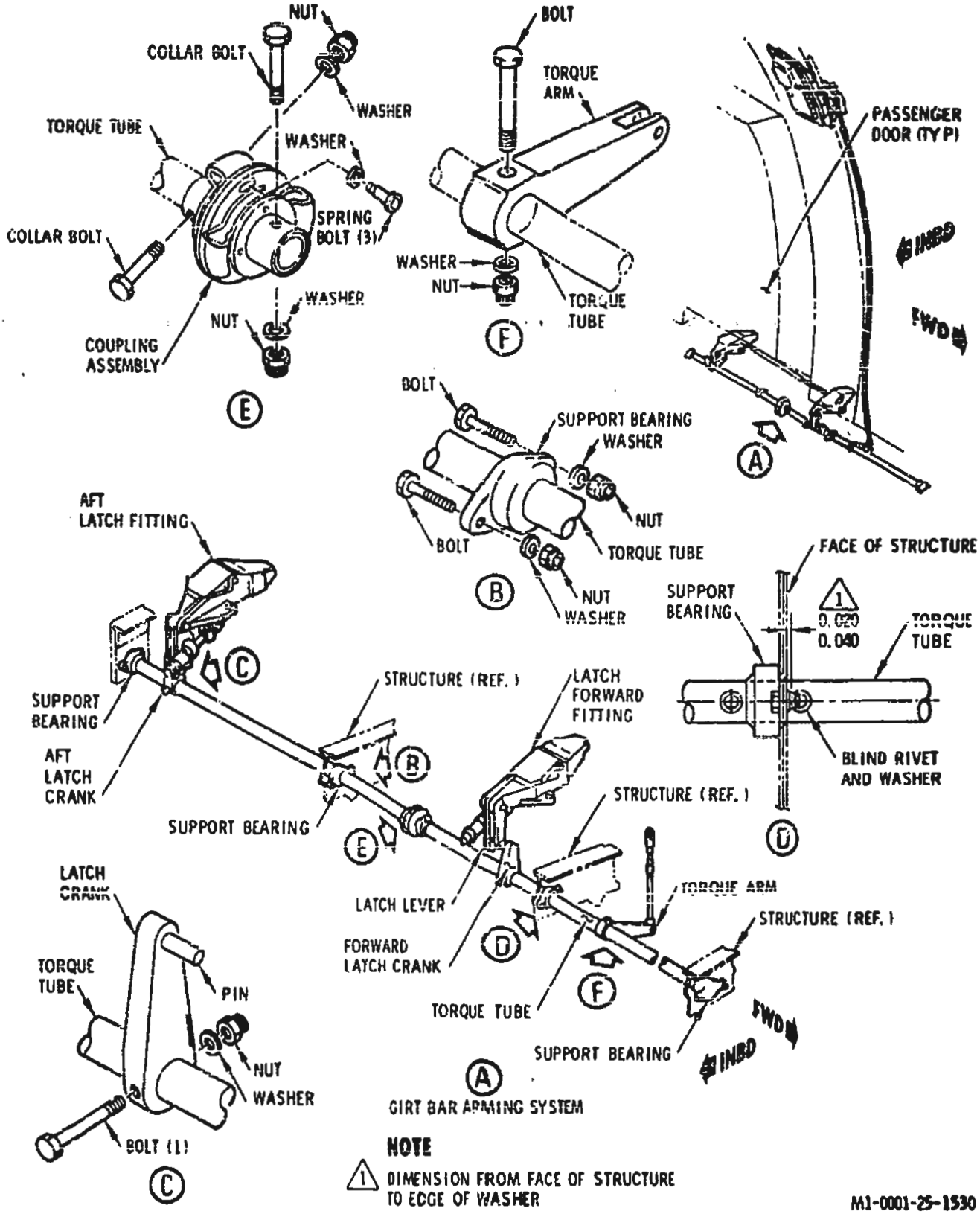
(7) Install support bearing.

(8) Rotate torque tube to fully close latches. Set
R selector lever to disengaged position and drill two
R holes (0.193 to 0.199 inch) in line in torque tube to install torque arm. Install torque arm with bolt.

(9) Actuate selector lever on door control panel several times between engage and detach.

(10) Check for smoothness of operation.

(11) Check and adjust girt bar arming system (Ref. 25-61-06).



NOTE

1. DIMENSION FROM FACE OF STRUCTURE TO EDGE OF WASHER

M1-0001-25-1530

R Torque Tube Assembly - Removal and Installation
R Figure 401

R **DEFLATION OF EVACUATION SLIDE/RAFT - MAINTENANCE PRACTICES**

R 1. General

R The following procedure is to be used when it is necessary to
R deflate and transport deployed evacuation slide/raft in
R replacement re-packed evacuation slide/raft shipping box.

R 2. Referenced Procedure

R 25-61-10 Evacuation Slide/Raft - Adjustment and Test

R 3. Maintenance Practices

R A. Deflation

R (1) Remove deployed evacuation slide/raft from aircraft
R (Ref. 25-61-10).

R (2) Secure aspirator check valves in open position. Let
R evacuation slide/raft stand until deflated as much as
R possible.

R (3) Unsnap and remove straps attaching packboard to
R evacuation slide/raft.

R (4) Disconnect inflation hose from inflation valve on
R bottle.

R (5) Fold evacuation slide/raft as follows:

R NOTE: Any excess air in evacuation slide/raft will be
R forced out during folding process providing
R aspirator check valves are open.

R (a) With evacuation slide/raft on flat surface, fold
R lengthwise so that bottom edge (edge opposite girt
R flap) lines up approximately with aspirator check
R valves (Ref. Fig. 201, View A).

R (b) Fold again lengthwise in same direction so that
R bottom edge lines up approximately with aspirator
R check valves (Ref. Fig. 201, View B).

R (c) Fold again in same direction so that bottom edge
R lines up with top edge (Ref. Fig. 201, View C).

R (d) Fold widthwise approximately 1/3 of total width
R (Ref. Fig. 201, View D).

R (e) Fold same side outboard approximately 1/2 of
R folded portion (Ref. Fig. 201, View E).

R (f) Fold opposite side widthwise approximately 1/3 of
R total width (Ref. Fig. 201, View F).

R (g) Fold opposite side outboard approximately 1/2 of
R folded portion (Ref. Fig. 201, View G).

R (6) Place packboard inside shipping box with bottle up.

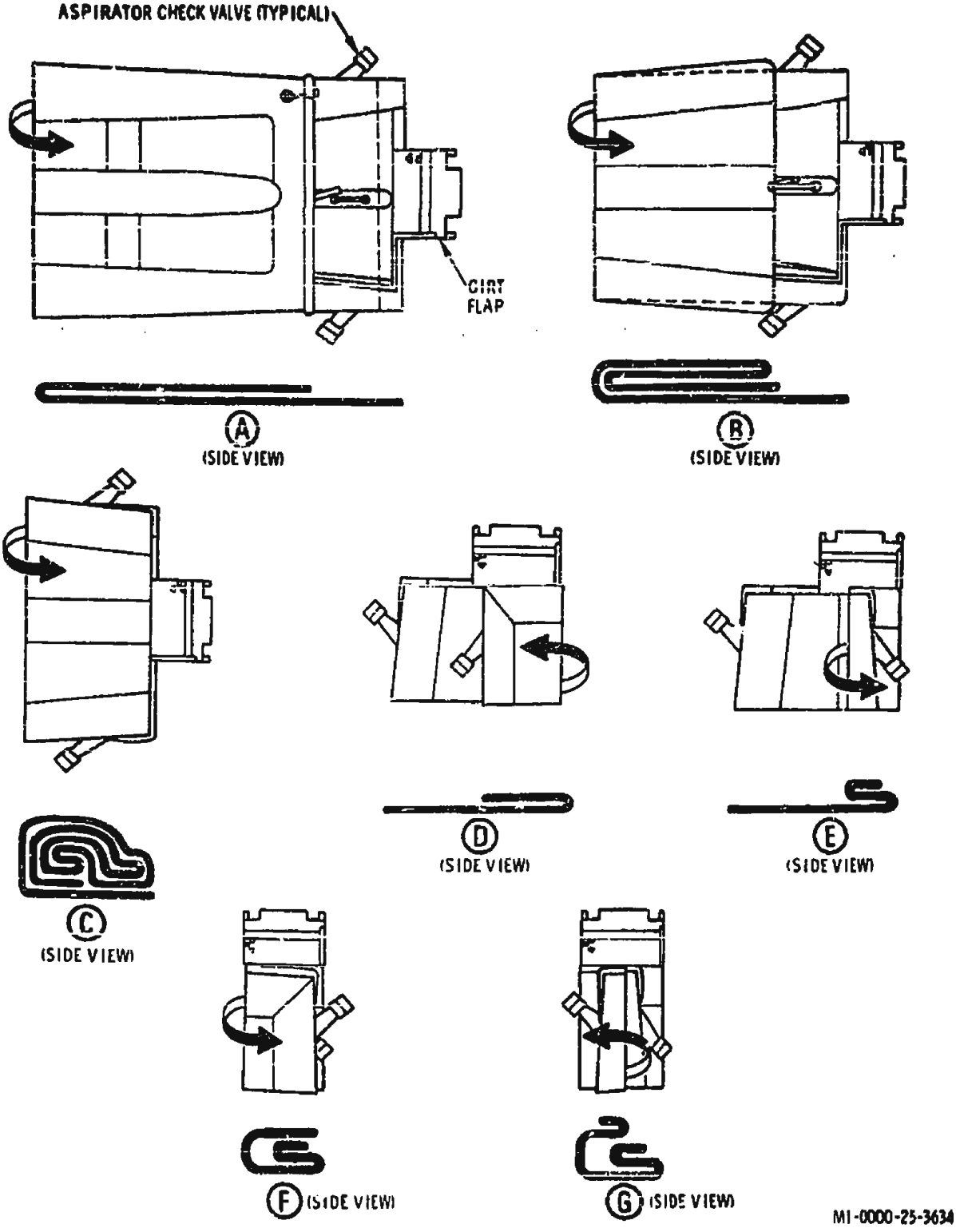
R (7) Place survival kit inside shipping box next to
R packboard.

R (8) Place evacuation slide/raft inside shipping box and
R fold inflation hose in around edge.

R (9) Close and weight shipping box cover to force air out of
R evacuation slide/raft.

R (10) Open shipping box and place slide cover over evacuation
R slide/raft open side down.

R (11) Close and secure shipping box.



R Evacuation Slide/Raft - Deflation and Folding
R Figure 201

R EFFECTIVITY: ALL
R
001B

EMERGENCY EVACUATION SIGNALING EQUIPMENT DESCRIPTION AND OPERATION

1. General

The emergency evacuation signaling equipment enables any flight crewmember to alert the passengers and other crewmembers of the intent to initiate emergency evacuation procedures.

The equipment includes an emergency evacuation signaling system, two self-powered portable megaphones, and a radio broadcasting emergency beacon for over water configurations.

The signaling system includes a master signal panel and nine standard signal panels. The master panel is installed in the pilots overhead panel, zone 210 (Ref. 25-00-00 Fig. 3).

Eight of the standard panels are installed in the main passenger compartment, aft of each door, zones 223, 224, 251, 252, 261, 271 and 272. The other standard panel is installed in the galley. It is located on the center divider between the two lifts above the lift control module, zone 131.

Interwiring is installed for the evacuation signal system and wiring provisions are included for future integration of this system with an automatic emergency annunciator.

R Power through the relay oscillator energizes the tone generator to sound the horn 90 times per minute. The oscillator also pulses the indicator flasher to ground the EVAC lights return circuit at the same rate. The EMI filter prevents transient signals from energizing the system. The master evacuation panel in the flight compartment is equipped with an edge-lighted panel and command switchlights. The HORN CUTOUT (flight compartment evacuation signal panel) and HORN SHUTOFF (galley and passenger compartment evacuation signal panels) switches will disable the affected horn. An evacuation signal panel horn (when activated) can be deactivated at the same panel where the evacuation signal was originated.

C 2. Self-powered Portable Megaphone

C A. Description

C The self-powered portable megaphone is a 4-watt rated,
C transistorized, 300-yard range unit. Dry cell batteries
C power the unit. Volume control is adjustable as battery
C power is dissipated. An adjustable carrying strap is
C provided. A pistol-trigger talk switch is mounted in the

C CR handle. The megaphone is constructed of aluminum with a two-tone enamel finish.

3. Flight Compartment Evacuation Signal Panel

A. Description

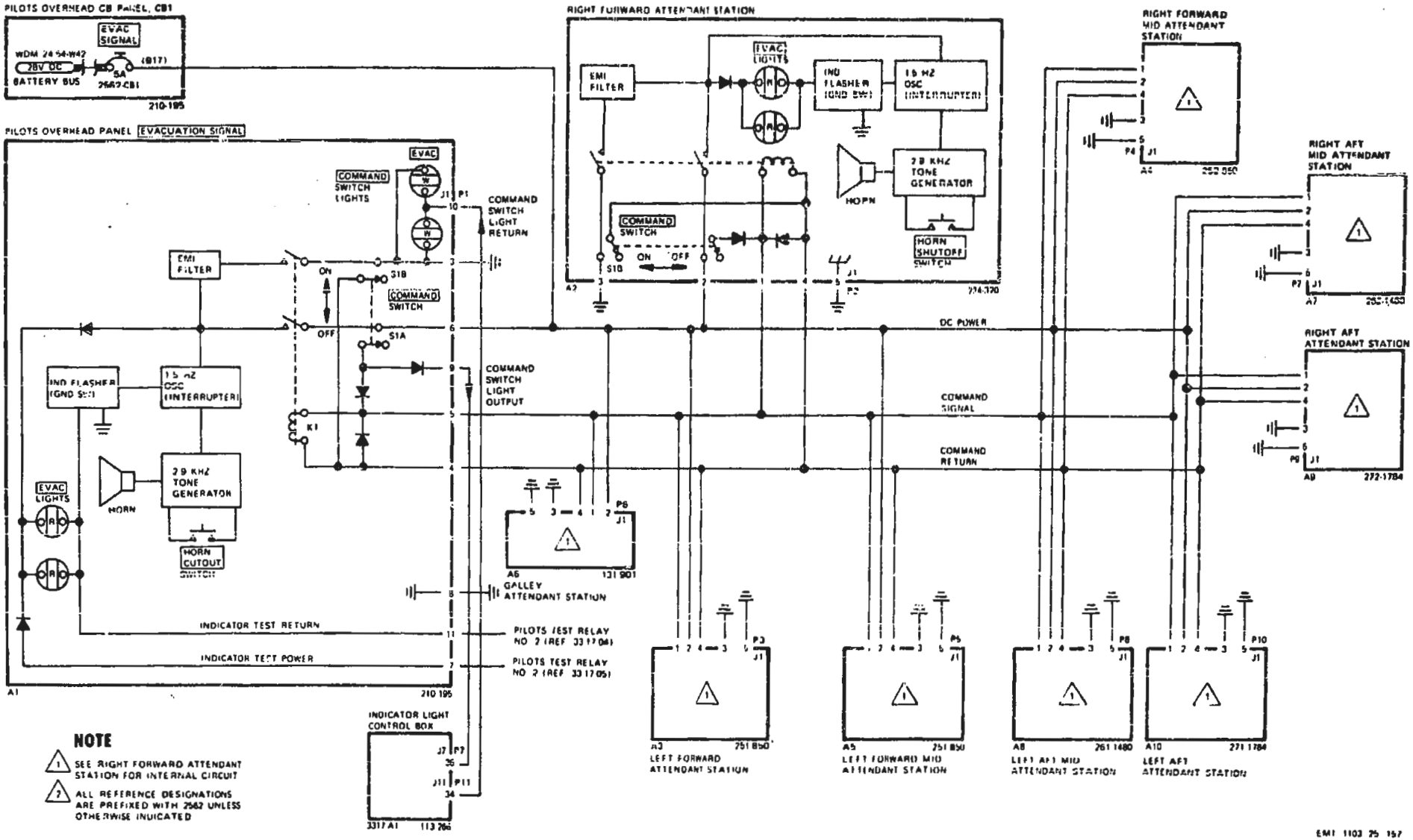
The flight compartment evacuation signal panel (Ref. Fig. 2) is located in zone 211 (Ref. 25-00-00, Fig. 3). The panel is equipped with a horn, horn cutout switch, and an EVAC switch. The evacuation panels are electrically connected to the flight compartment evacuation signal panel.

4. Evacuation Signal Panels

A. Description

One galley evacuation panel (Ref. Fig. 3) is located in zone 131.

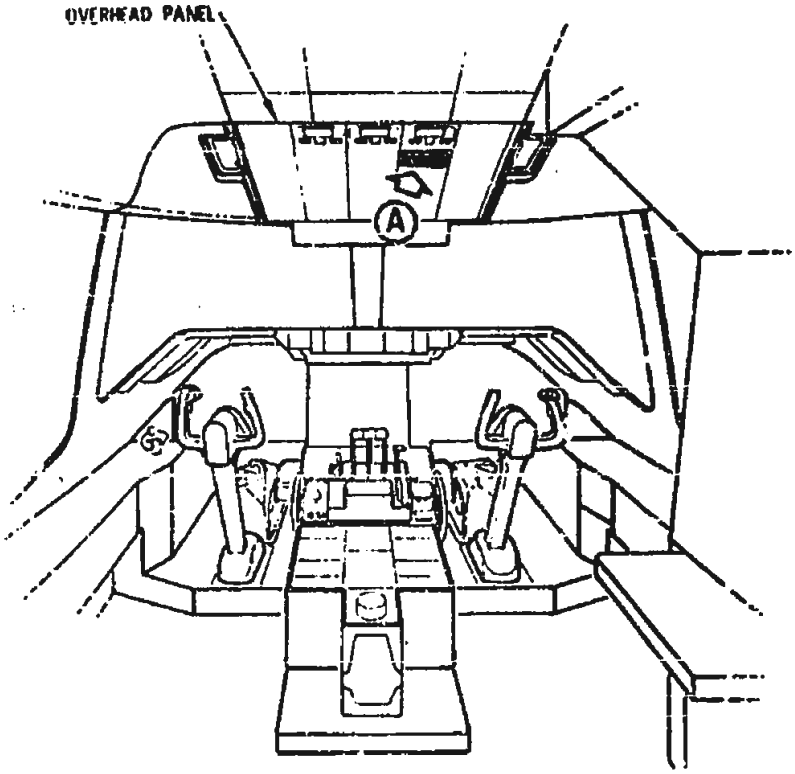
Eight passenger compartment evacuation panels are located in zones 220, 240, 260, and 270. Each panel is equipped with a horn, horn cutout switch, and an EVAC switch and are accessible from the attendants seat positions.



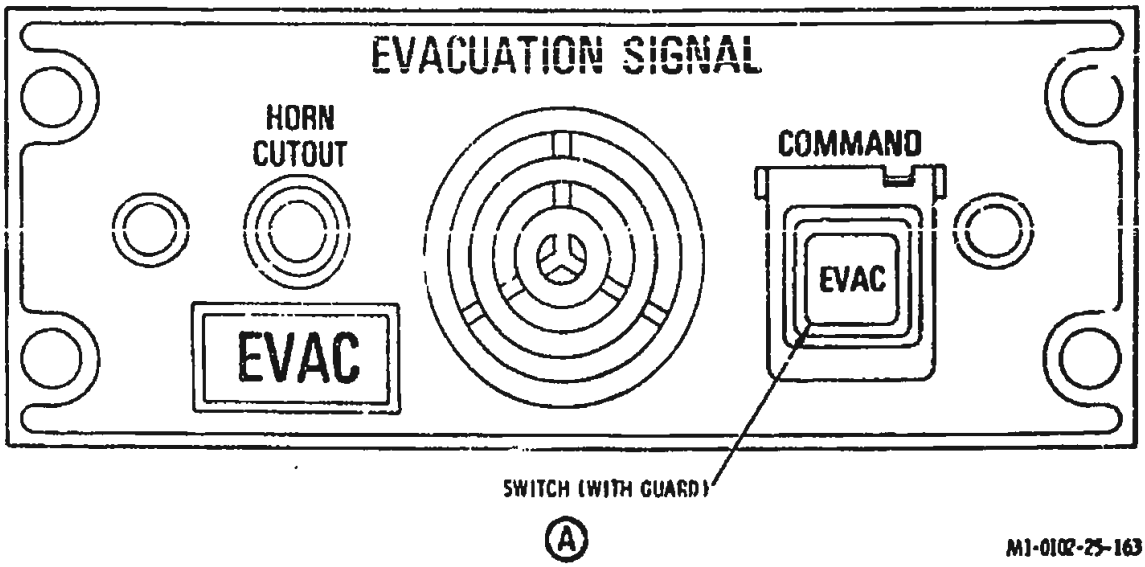
CR Evacuation Signaling System Electrical Schematic
CR Figure 1

EFFECTIVITY: ALL

0018

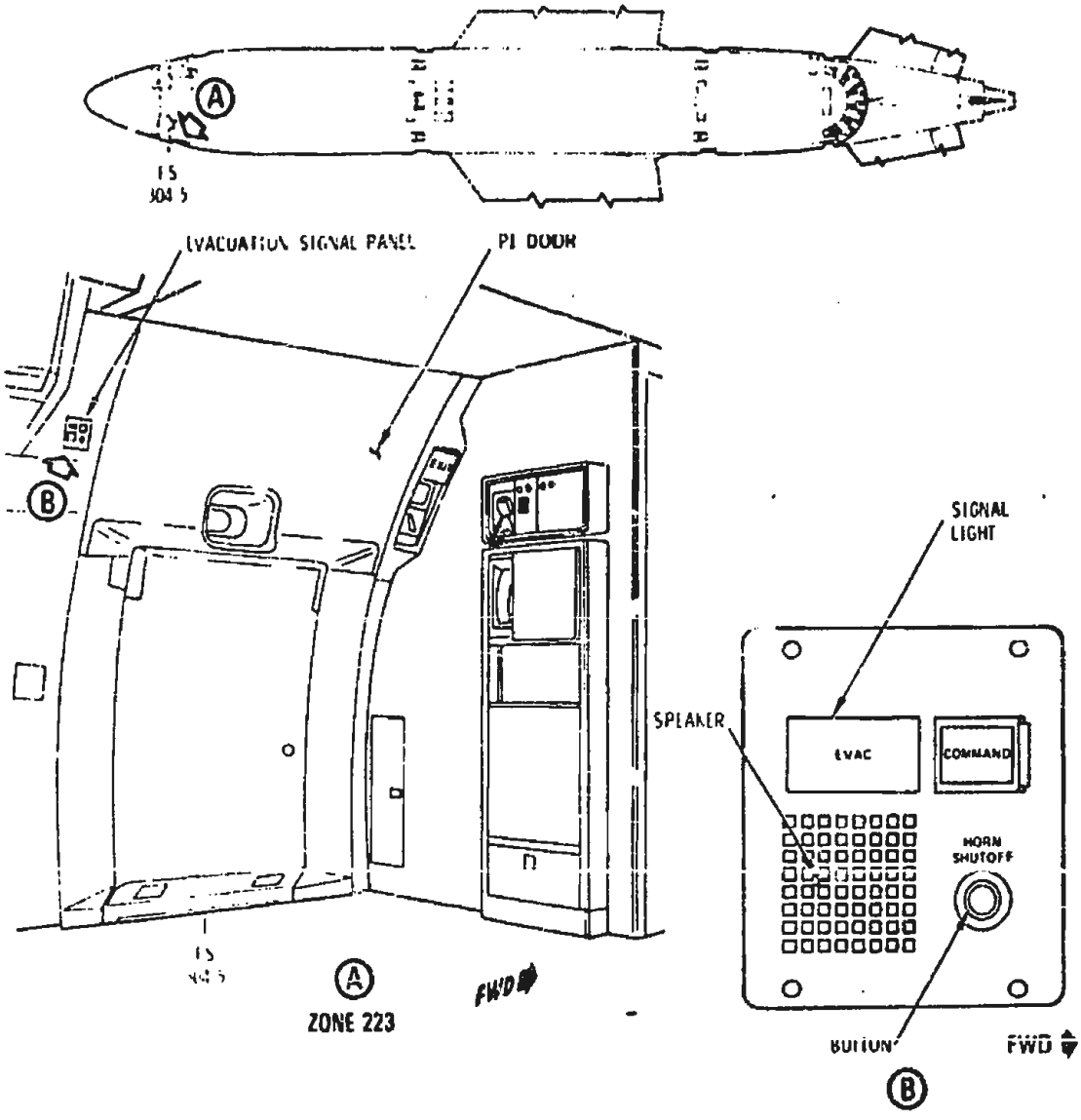


FLIGHT COMPARTMENT
ZONE 210



CR
CR

Flight Compartment Evacuation Signal Panel
Figure 2



NOTE

AN EVACUATION SIGNAL PANEL IS LOCATED ON THE AFT SIDE OF ALL PASSENGER COMPARTMENT PASSENGER ENTRY AND EMERGENCY EXIT DOORS. THE GALLEY EVACUATION SIGNAL PANEL IS LOCATED BEHIND THE GALLEY LIFTS ZONE 130 NEAR GALLEY CEILING.

EVACUATION SIGNAL PANEL (GALLEY AND PASSENGER COMPARTMENT)

HH 4561
MM-0101-25-164

CR Galley and Passenger Compartment Evacuation Signal Panel
CR Figure 5

CR

MEGAPHONE - MAINTENANCE PRACTICES

CR 1. General

CR A. Two battery powered megaphones are installed. Each is CR retained on a mounting bracket. The megaphones are located CR in the overhead stowage bins near L-1 and L-4 doors. CR Megaphone batteries must be checked periodically to assure CR adequate power is available for operation if needed.

CR 2. Megaphone Battery Check

CR A. Check battery voltage (standard voltmeter required)

CR (1) Open quick-disconnect clamp and remove the megaphone CR from its mounting bracket.

CR (2) Select a suitable range on a voltmeter to read 14 to 18 CR volts DC.

CR (3) Connect the voltmeter negative lead to the black test CR jack on the megaphone and connect the positive CR voltmeter lead to the red test jack on the megaphone.

CR (4) The voltage should be 18 volts DC.

CR (5) Depress the megaphone operating trigger switch for five CR seconds.

CR (6) The battery voltage should be no less than 12.0 volts CR DC. If the voltage fails below 12 volts under load, CR replace the batteries. If the battery voltage remains CR within the specified limits, proceed to the CR adjustment/test (Paragraph 4).

CR 3. Battery - Removal/Installation

CR A. Equipment and Materials

CR (1) Twelve 1.5 volt C-cells - Eveready 835 or equivalent.

CR (2) Crocus cloth.

CR B. Remove Batteries

CR (1) Release the cover latches on sides of housing and CR remove the two screws which retain the cover.

CR CAUTION: DO NOT STRESS THE MICROPHONE WIRING. SUPPORT THE
CR COVER TO PREVENT WIRE BREAKAGE.

CR (2) Remove the batteries from the unit case.

CR C. Install Bateries

CR (1) Check the battery contact springs and the battery area
CR for cleanliness. If contacts are not clean, polish
CR them with crocus cloth. The case may be cleaned with a
CR damp rag and dried prior to battery installation.

CR (2) Install the batteries, noting the polarity indications
CR on the contact board.

CR NOTE: The unit will be inoperative if the batteries
CR are not installed correctly.

CR (3) Install and secure the cover latches and put in the
CR cover retaining screws and tighten securely.

CR (4) Perform adjustment/test. Refer to Paragraph 4.

CR 4. Megaphone - Adjustment/Test

CR A. Check the battery voltage. Refer to Paragraph 2.

CR B. Test megaphone

CR (1) Rotate the gain control from OFF to ON.

CR (2) Further rotate the gain control until feedback occurs.
CR Then reduce the gain to just below the feedback point.

CR (3) Speak or count to the microphone and note that the
CR amplified sound is satisfactory in clarity and volume.

CR (4) Rotate the volume control counterclockwise to OFF.

CR (5) Stow the megaphone in the aircraft bracket.

EMERGENCY EVACUATION SIGNALING EQUIPMENT - ADJUSTMENT AND TEST

1. General

This procedure contains information to perform an operational test of the evacuation signal panels located in the flight and
R passengercompartments, and the galley.

2. Referenced Procedures

24-32-00 Standby Power System - Maintenance Practices

3. Adjustment/Test

A. Adjustment

R Adjustments to an evacuation signal panel is performed at time of overhaul.

B. Operational Test

R (1) Verify aircraft battery in mid electrical service
R center, is installed and connected (Ref. 24-32-00).

R (2) On pilots overhead circuit breaker panel CB1, zone 211,
R verify following circuit breaker is closed and tagged:

R EVAC SIGNAL (B17)

R (3) Press and release COMMAND EVAC switch, on flight
R compartment evacuation signal panel, to "on" position,
R and verify following:

R (a) EVAC indicator backlight flashes.

R (b) Horn sounds.

R (c) COMMAND EVAC switch backlight is "on".

R (4) On flight compartment evacuation signal panel,
R momentarily press HORN CUTOUT switch and verify
R following:

R (a) Horn stops sounding.

R (b) EVAC indicator backlight continues to flash.

R (c) COMMAND EVAC switch remains on.

R (5) On flight compartment evacuation signal panel, press
R and release COMMAND EVAC switch to "off" position and
R verify following:

R (a) EVAC indicator backlight is off.

R (b) COMMAND EVAC backlight, in switch, is off.

R (6) Press and release COMMAND EVAC switch on flight
R compartment evacuation signal panel to "on" position.

R (7) On each passemger compartment (8 places) and galley (1
R place) evacuation signal panel, and verify following:

R (a) EVAC indicator backlight flashes.

R (b) Horn sounds.

R (c) COMMAND switch is in "off" position.

R (8) Press and release HORN SHUTOFF switch on each passenger compartment and galley evacuation signal panel. Horn must stop as respective evacuation signal panel switch is actuated.

R (9) Press and release COMMAND EVAC switch on flight
R compartment evacuation signal panel to "off" position.

R (10) Cut and remove lockwire on passenger compartment evacuation signal panel COMMAND switch guard at aft side of L1 passenger entry door.

R (11) Press and release COMMAND switch on passenger
R compartment evacuation signal panel, at L1 door, to
R "on" position, and verify following:

R (a) EVAC indicator backlight flashes.

R (b) Horn sounds.

R (c) COMMAND switch is in "on" position.

R (12) At L1 door evacuation signal panel, momentarily press
R HORN SHUTOFF switch, and verify following:

R (a) Horn stops sounding.

R (b) EVAC indicator backlight continues flashing.

R (c) COMMAND switch is in "on" position.

R (13) At L1 door evacuation signal panel, press and release
R the COMMAND switch to "off" position. The EVAC indicator backlight must go out.

R (14) Repeat steps 3B(11) through (13) for evacuation signal panels mounted at R1, L/R2, L/R3, and L/R4 doors, and one panel in the galley.

R (15) Remove tag and open circuit breaker closed in Step 3B(2). and galley.

FLIGHT COMPARTMENT EVACUATION SIGNAL PANEL REMOVAL AND INSTALLATION

R 1. General

R Flight compartment evacuation signal panel is located on the
R pilots overhead panel, and is equipped with a horn, horn cutoff
R switch, and EVAC switch.

R 2. Referenced Procedure

25-62-00 Emergency Evacuation Signaling Equipment - Adjustment and Test

R 3. Removal/Installation

A. Removal

R (1) On pilots overhead circuit breaker panel CB1, zone 210,
R open and tag circuit breaker:

R EVAC SIGNAL (B17)

R (2) On pilots overhead panel immediately below engine No. 3 FIRE PULL handle, locate the EVACUATION SIGNAL panel.

(3) Remove four panel attachment screws; hold panel and pull electrical harness out to disconnect electrical connector from panel receptacle.

B. Installation

(1) Verify circuit breaker opened and tagged in Step 2A(1) is open and tagged.

(2) Connect electrical harness connector to EVACUATION SIGNAL panel receptacle.

(3) Position panel in place on pilots overhead panel and install four mounting screws.

(4) Remove tag and close circuit breaker opened in Step 2A(1).

(5) Perform operational test of the EMERGENCY EVACUATION SIGNALING EQUIPMENT (Ref. 25-62-00)

PASSENGER COMPARTMENT AND GALLEY EVACUATION SIGNAL PANEL REMOVAL AND INSTALLATION

R

R 1. General

An evacuation signal panel is installed in the passenger compartment sidewall trim immediately aft of each passenger compartment door.

An evacuation signal panel is installed in the galley.

R 2. Referenced Procedure

25-62-00 Emergency Evacuation Signaling Equipment - Adjustment and Test

R 3. Removal/Installation

A. Removal

(1) On pilots overhead circuit breaker panel CB1, zone 210, open and tag circuit breaker:

EVAC SIGNAL (B17)

(2) Remove four (4) attaching screws at applicable evacuation signal panel.

(3) Pull out evacuation signal panel to gain access to electrical harness connector on back side of panel.

(4) Disconnect electrical connector from evacuation signal panel receptacle.

B. Installation

(1) Verify circuit breaker in Step 3A(1) is open and tagged.

(2) Reconnect electrical harness connector to evacuation signal panel.

(3) Position evacuation signal panel in place and install four (4) mounting screws.

(4) Remove tag and close circuit breaker opened in Step 3A(1).

R (5) Perform operational test of the EMERGENCY EVACUATION SIGNALING EQUIPMENT (Ref. 25-62-00).

EMERGENCY EQUIPMENT
DESCRIPTION AND OPERATION

1. General

CR The aircraft emergency equipment consists of items secured or stowed in flight station and passenger compartment readily available for use during emergency situations. For quantity and location, refer to emergency equipment diagram 1-87662 (L-1011-1) or diagram A02367 (L-1011-50/-100) located on the cockpit door of each airplane.

CR

FLASHLIGHT - REMOVAL AND INSTALLATION

CR 1. General

CR An emergency flashlight consists of a flashlight, flashlight
CR holder, batteries, placard, gummed dated label and retainer
CR strap. These are generally installed near the flight attendant
CR seat. All assemblies are removed and installed in a similar
CR manner.

CR 2. Removal/Installation

CR A. Removal

CR (1) Remove one screw from retainer strap which is attached
CR to the flashlight holder (Ref. Fig. 401).

CR (2) Pull the strap to the other side.

CR (3) Remove flashlight from the holder.

CR B. Installation

CR (1) Insert the flashlight in the holder.

CR (2) Cover the flashlight with strap.

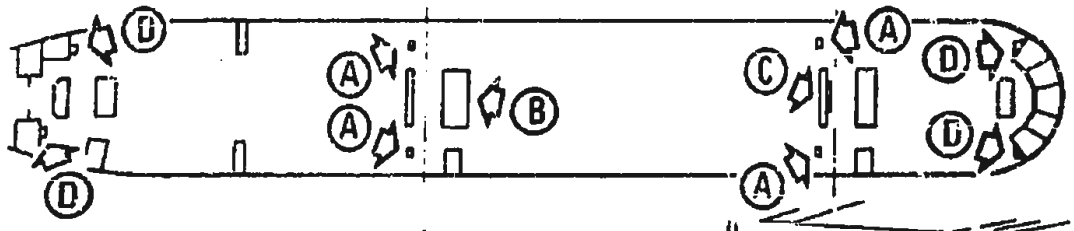
CR (3) Fasten strap to the holder with screw.

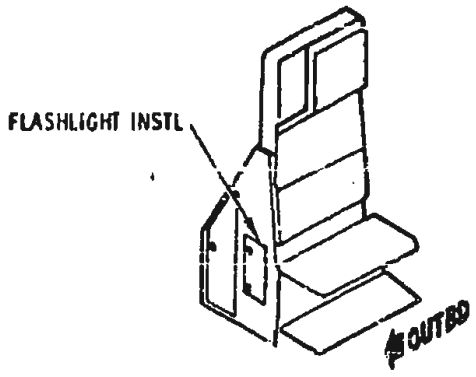
CR NOTE: If for any reason the retainer strap (with red
CR letter markings) is broken then:

CR (a) Replace the old batteries with new ones.

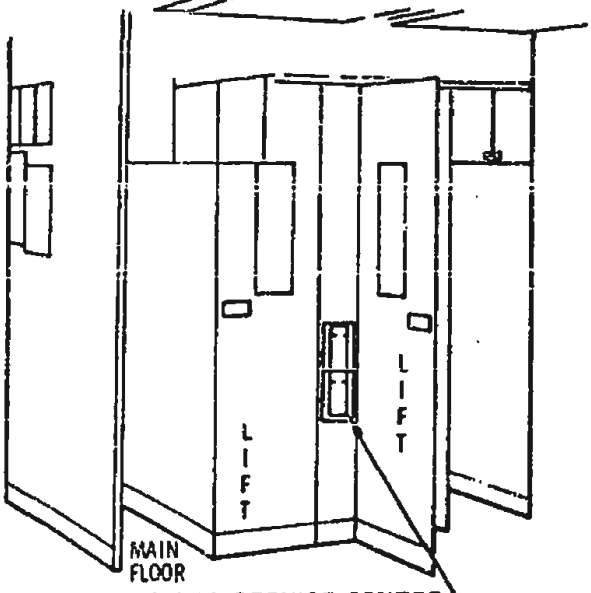
CR (b) Make sure light bulb is properly secured inside
CR the reflector assembly (assume that bulb holder is
CR screwed into and fully seated into the reflector
CR assy). Also make sure flashlight is properly
CR focused.

CR (c) Install gummed dated label (signed by mechanic) on
CR flashlight adjacent to the plastic strap.

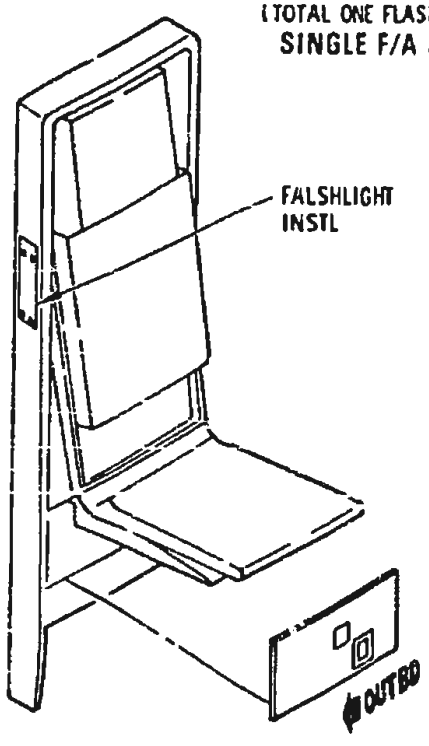




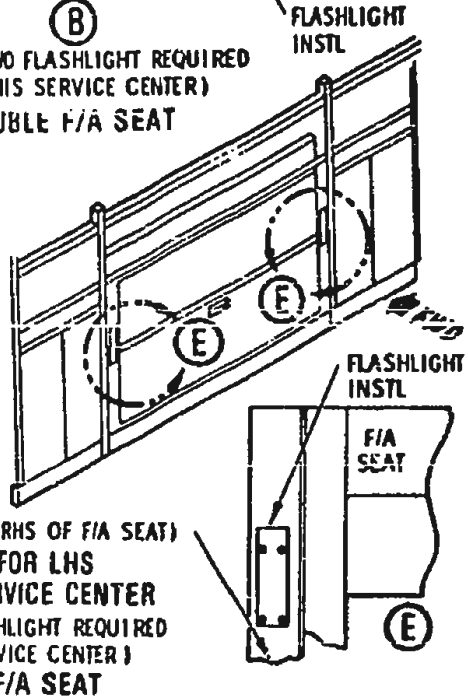
(A)
(TOTAL ONE FLASHLIGHT)
SINGLE F/A SEAT



L-1011 #2 SERVICE CENTER
(B)
(TOTAL TWO FLASHLIGHT REQUIRED AT THIS SERVICE CENTER)
DOUBLE F/A SEAT



L-1011 RHS FWD & LHS & RHS AFT F/A SEAT
(D)
(TOTAL ONE FLASHLIGHT)
SINGLE F/A SEAT



AL ANGLE (LHS & RHS OF F/A SEAT)
SHOWN FOR LHS
L-1011 #3 SERVICE CENTER
(TOTAL TWO FLASHLIGHT REQUIRED AT THIS SERVICE CENTER)
DOUBLE F/A SEAT
(C)

MI-0000-25-2870

CR Emergency Flashlight - Removal and Installation
CR Figure 401

R EFFECTIVITY: ALL
R
001B

R

LIFEJACKETS - MAINTENANCE PRACTICES

R 1. General

R A. The procedure outlined in this section applies to all
R lifejackets on board the aircraft except demonstration
R lifejackets. Demonstration lifejackets are used for
R demonstration purposes only.

R B. Lifejackets are stowed at each crew members station in the
R flight compartment and at various locations throughout the
R passenger cabin.

CR C. See General Policy and Procedures Manual, 1-25-2 for
CR dispatch requirements

R 2. Maintenance Practices

R A. The installation or stowage of lifejackets at all required
R locations consists of inserting the lifejacket in a pouch or
R container, either after seat replacement, or to replace
R missing lifevests.

CR B. All lifejackets except demonstration lifejackets are
CR packaged in plastic bags and may remain in service as long
CR as bag is not opened or damaged. Replacement jackets must
CR be checked prior to installation on the aircraft to ensure
CR that the plastic bag is not damaged.